

THE COMMERCIAL MOTOR

FRIDAY, NOVEMBER 21, 1958
ONE SHILLING

MORRIS for CHOICE

CHOICE OF VEHICLE ...

From a nippy ten hundredweight delivery van to the new seven ton long-haul truck—a wide range of dependable "strength-styled" vehicles, designed to appeal to driver and operator alike. The choice is yours.

CHOICE OF ENGINE ...

On most of the models in the range, you can choose between a petrol engine and one of the three diesel units—designed and made at MORRIS—for extra economy, extra life. The choice is yours.

CHOICE OF BODY ...

Many vehicles in the MORRIS line-up for 1958/59 are offered in normal or forward-control versions. What's more, special bodies are available to meet your specific needs. The choice is yours.



The full range includes 10 cwt., 1, 1½ and 2 ton vans, J2 van, pick-up and minibus, 1½, 2, 2½, 4, 5 and 7 ton trucks 5 and 7 ton tippers. Also prime movers. Forward or normal control, petrol or diesel engines.



you're loads better off with

MORRIS

commercial vehicles

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM, 8
Overseas Business: Nuffield Exports Ltd., Oxford and 41/46, Piccadilly, W.1

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As with all other vehicles in their range, the new Chieftain and Claymore chassis of Albion Motors Ltd. are fitted with Capasco non-fade, heavy duty moulded brake linings and clutch facings.

CAPASCO

Non-fade moulded brake linings and clutch facings

THE CAPE ASBESTOS COMPANY LTD • 114 & 116 PARK STREET • LONDON W.I • Tel: GRO 6022

November 21, 1958

THE COMMERCIAL MOTOR

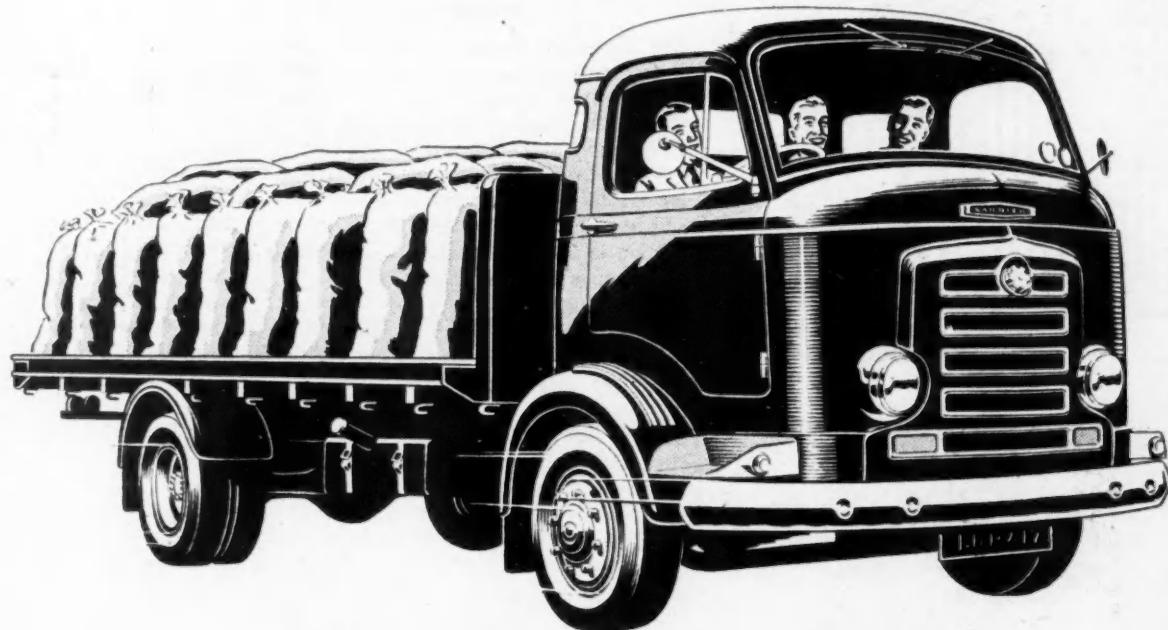
1

AND NOW...THE NEW AND ATTRACTIVELY PRICED

KARRIER

"Gamecock"

3-4 TONNER



**with 3-seat wide-vision cab
and Karrier medium diesel engine**

- ★ Imposing, prestige-building cab of tough all-steel construction affords first-class driver comfort.
- ★ Deep one-piece windscreen gives wide, panoramic vision.
- ★ Separate driver's seat has horizontal, vertical, and rake adjustment.
- ★ Luxurious, deep foam-rubber seating provided for both driver and passengers.
- ★ Perfectly-placed controls and precision steering ensure effortless handling and manoeuvrability.
- ★ 'Underfloor' engines providing a clear floor area afford maximum cab comfort with heat insulation and silence.
- ★ New Karrier medium diesel engine, a six-cylinder o.h.v. 'underfloor' unit with an unequalled power/weight ratio, develops 87 b.h.p.
- ★ Chrome plated cylinder liners give a phenomenal bore life.
- ★ Outstanding economy is combined with smoothness, ample power, and easy starting.
- ★ Alternative chrome bore petrol engine, the world-renowned Karrier six-cylinder o.h.v. 'underfloor' unit develops 91 b.h.p.
- ★ Two magnificent engines of exceptional longevity and reliability.

*** 'BANTAM' 2-3 & 4-5 TON LOW LOADERS ALSO AVAILABLE**

A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!

KARRIER MOTORS LTD., LUTON

EXPORT DIVISION: ROOTES LTD., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1

41

THEY CAN CAN COAL IN FRANCE



Charbonnages de France (the French coal authority) have found a clean, easy way to deliver coal—by packing it in corrugated sheet steel. This pack is a specially designed triangular jerrican holding 33 pounds of coal. The coal is delivered in the can, to be tipped from it straight into the stove or grate, thus avoiding the dusty, dirty shifting of coal from sack to cellar to scuttle to fire.

STEEL'S VERSATILITY

This is only one example of the many uses of sheet steel. Others more familiar (though no less enterprising) include sheet steel for railway carriages and wagons; guttering and steel ducting; kegs, drums, cans and cisterns; oil stoves, washing machines, refrigerators and office furniture.

The motor car industry in particular has used the increasing versatility of sheet steel to good advantage. The strength and flowing lines of today's motor car body reflect the continuous improvement in steel qualities to suit modern press shop practice.

CONSISTENT QUALITY

Powerful presses shape a flat sheet of steel in smooth curves and crisp contours forming body panels, wings and doors—strong, light and free from distortion. Pressings such as these with their bold moulding and intricate detail require steel of consistent quality and ductility.

By its concentration on the wide continuous strip mill process, The Steel Company of Wales has been able to supply such steel in the necessary quantity, thus making a substantial contribution to the development of the motor car industry.

INCREASING QUANTITY

The Steel Company of Wales was specifically formed to meet the growing demand for high quality steel of this type and it already makes over one-third of Britain's sheet steel. Research and development continue: new plant, planned and under construction, will push production up and up.

It has always been the policy of The Steel Company of Wales to pay particular attention to customers' specific problems, and to ensure that its products are "tailor-made" to individual requirements. If you have an industrial problem which sheet steel might help to solve, it will be worth your while to write to us or telephone Port Talbot 3161. We believe we can help.



THE STEEL COMPANY OF WALES LIMITED

Steel Division: Abbey Works, Port Talbot, Glam. Telephone: Port Talbot 3161. Telegrams: Steel, Port Talbot

**Don't
miss
this
BUS!**



You'll miss plenty if you let the Albion ABERDONIAN slip by. This is the greatest money spinner seen for years. The price is keenly competitive, it seats 39 coach and 42 bus passengers and touches new low levels in fuel consumption—20 m.p.g. has been averaged by many operators with a full load. Other features include 5-speed gearbox for flexibility, worm driven axle for silence, the Leyland O.350 6-cylinder engine famous for economy and long life. And the kerbside weight is only 5½ tons.

The ABERDONIAN can make 1959 your top-profit year. But remember the demand is heavy. Order now and be in time to catch the ABERDONIAN for the Easter Coaching trade.

**THE SUPER ECONOMY 42 SEATER
ABERDONIAN...**

LOW WEIGHT LOW PRICE

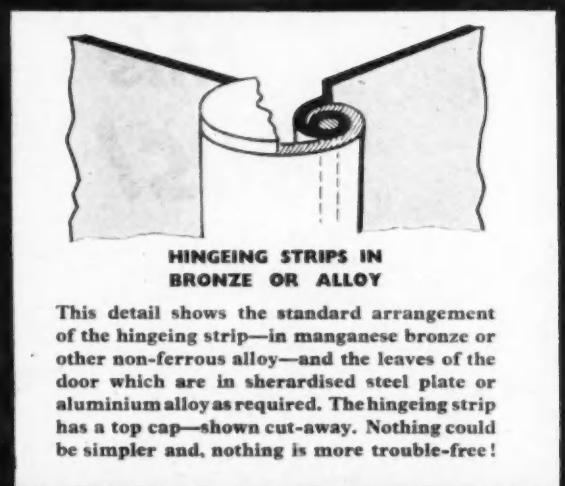
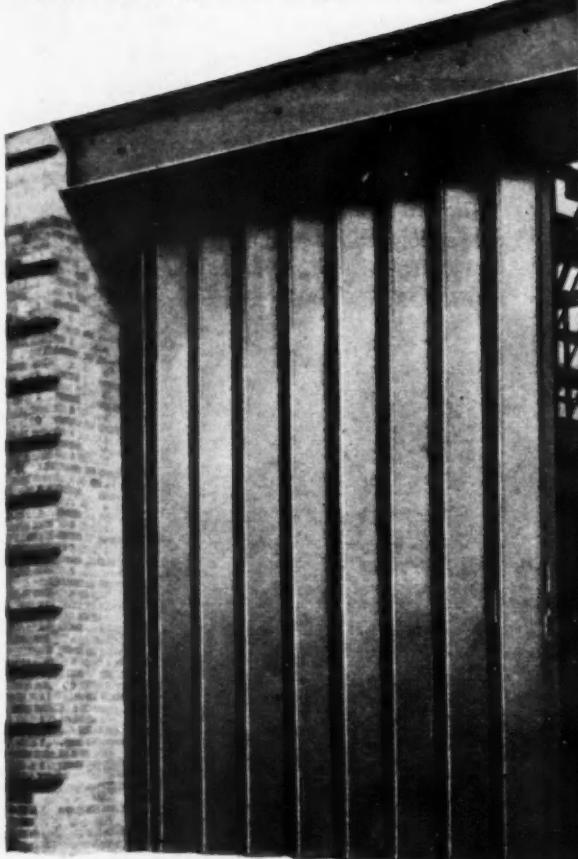
Albion
MOTORS LIMITED

SCOTSTOUN, GLASGOW, W 4

Sales Division: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.I. Tel: MAYfair 8561

AHEAD IN DESIGN AND MATERIALS

Simplicity gives LONG LIFE!



This detail shows the standard arrangement of the hingeing strip—in manganese bronze or other non-ferrous alloy—and the leaves of the door which are in sherardised steel plate or aluminium alloy as required. The hingeing strip has a top cap—shown cut-away. Nothing could be simpler and, nothing is more trouble-free!



Simplicity must be allied to craftsmanship and, in turn craftsmanship to good materials. You get them all in a BOLTON Gate whatever its size and that is why more BOLTON Gates are sold than any other !

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dmBG. 270/1

"Chink in the Armour"

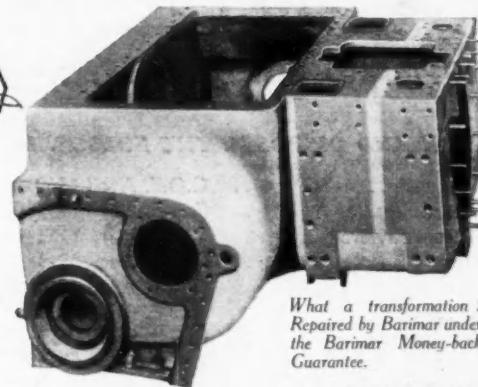
BARIMAR
*tackles a badly
 damaged tractor
 transmission case*

To look at the average tractor and excavator one would imagine it to be immune from all the ills that beset less robust machinery. It is so strong, so seemingly confident in its ability to "move mountains," that the very idea of breakdown seems remote indeed. Yet, as with mortal man, the "chink in the armour" sometimes reveals itself, as the first picture shows. This is the transmission case of a tractor that came to grief, much to the dismay of the contractor. A giant earth mover was idle, work was "held-up" and a mighty piece of machinery was temporarily "out of action."

Barimar tackled the job with perfect confidence, realizing that something more than mere welding skill was demanded. Not only had the transmission case to be made whole again—it would need to be welded so that strength and permanence were absolutely assured. The transmission case after repair was exhaustively tested in the Barimar workshops, scrutinized for possible flaws and sent back to the contractor with the assurance that it would "stand up" to the job indefinitely. Not merely a verbal assurance, but the promise implicit in the Barimar Repair Tag, with its Money-back Guarantee. Accurate machining after welding is, of course, a recognized part of the Barimar Service—a Service to which engineers, transport owners and industrialists pay tribute constantly.



Transmission case
as received by Barimar.



What a transformation!
*Repaired by Barimar under the Barimar Money-back
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ALL BROKEN PARTS which are transportable must be sent CARRIAGE PAID or delivered by customer. Please remove all fittings and post letter advising despatch. When it is impossible to transport damaged parts Barimar experts will operate ON THE SPOT.

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GLASGOW, C.1: 134, West George Lane	Phone: Central 4709

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Most Breakages to Motor Parts
 can be Repaired by Barimar at a
 Big Saving on the Cost of New
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CYLINDER BLOCKS: Every kind of crack and fracture, broken bores, scored bores, pitted and sunken valve seatings.

CYLINDER HEADS: Broken and cracked chipped, warped or worn valve seats, rocker standards, defective camshaft bearing housings, cracked stud holes, stripped plug threads. IRON OR ALUMINIUM.

CRANKCASES: Fractures caused by broken connecting rods and run big ends, broken-off bearer arms, smashed sumps, cracked stud housings, broken bearing and flywheel housings, stripped drain plug ELEKTRON.

CRANKSHAFTS: Broken across web or journal, cracked, scored, threads stripped, splines or tapers worn.

TRANSMISSION: Cracked or broken gearbox and axle casings, damaged gear teeth, worn splines and tapers, fractured shafts, cracked differential casings.



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NYLASTIC**FUEL PUMP COUPLING DISC**

Wherever transport fleet owners are faced with maintenance costs this new improved coupling disc will help to ease their problem. Designed and developed to overcome the problem of fatigue in the modern diesel fuel injection pump, the Nylastic fuel pump coupling disc offers the advantage of Nylastic as a bearing material combined with the strength imported by the inner and outer metal rings. Nylastic Material is unaffected by fuel-oil, petrol, paraffin and like solvents and can operate up to a temperature of 230°F.

This disc will fit C.A.V. and Bryce Berger fuel injection pumps and earlier models of the Simms units.

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1	1953	A.E.C. Mark IV 9.6 41-seater Yeates Riviera	C.O.F. Mar. 1962	£2,200
1	1953	Bedford 35-seater Yeates Riviera	C.O.F. Dec. 1963	£1,600
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1	1951	A.E.C. Mark IV 9.6 39-seater Burlingham	C.O.F. Nov. 1959	£1,900
4	1948	Bedford Vista 29-seaters	C.O.F. Dec. 1960	£325 each
4	1951	Leyland Royal Tiger, Air Brakes, 41-seaters	..	..	C.O.F. Oct. 1961	£1,950 each
1	1950	A.E.C. Mark III 9.6 35-seater, Whitson Body	..	..	C.O.F. Dec. 1959	£750
6	1951	Leyland Royal Tiger, Air Brakes, 41-str. Gurney Nuttings	..	..	C.O.F. Oct. 1961	£2,000 each
1	1950	A.E.C. Mark I 7.7 33-seater Whitson Body	..	..	C.O.F. Nov. 1959	£650
1	1949	A.E.C. Mark III 9.6 33-seater	..	..	C.O.F. Nov. 1959	£550
2	1946	A.E.C. Mark III 7.7 33-seaters	..	..	C.O.F. 1962	£300 each
2	1947	Crossley 7.1 36-seater, single deckers	..	..	C.O.F. May 1960	£225 each
2	1944	Guy 5 LW Gardner, double deckers	..	..	C.O.F. Aug. 1959	£250 each
Several Leyland 8.6 litre single deckers and double deckers				..	C.O.F.s 1959-1962	£135 each
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A NEW Homalloy Plastic Cab
for the NEW Albion "Chieftain"



Homalloy plastic all-round-vision, easy-access cab on the new Albion "Chieftain" chassis. Only half the weight of a similar cab in steel.

Specify **Homalloy**
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Yes it's a



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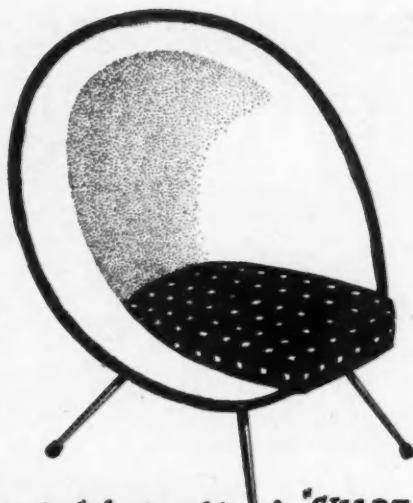
AND IT CAN CERTAINLY CARRY THE LOAD WITH PERFECT SAFETY ON ITS TWIN BALANCED RAMS

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If the seat of the trouble is 'SHAPE'

.... the advantages of reinforced polyester resins are obvious — the ease of making

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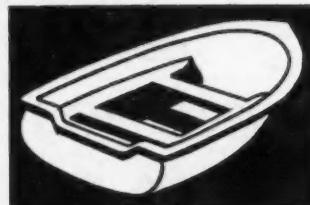
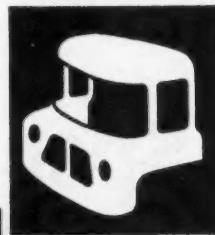
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OR 2



"My word! you look comfortable..."



"Certainly I am, this cab is a beauty."

"That job's a bit hard on the wagon, isn't it?"

"This HERON comes through all right; it's designed for the job. A custom built truck you know, made from the right stuff."

"My PAX II's just turning a hundred thousand and feels good for another."

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Dennis Vehicles are used extensively by large and important concerns throughout Industry and Commerce.

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Evans put the spring into a large proportion of Esso's fleet of lorries. They take a load off the minds of Esso transport executives, with springs that are guaranteed to stand the weight and pace of long hauls and with spring maintenance service which increases efficiency and reduces costs.

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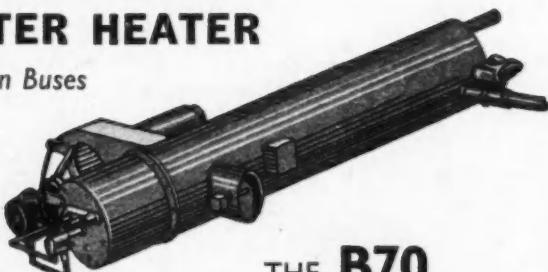


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introduces a **NEW WATER HEATER**

Particularly Recommended for Application on Buses

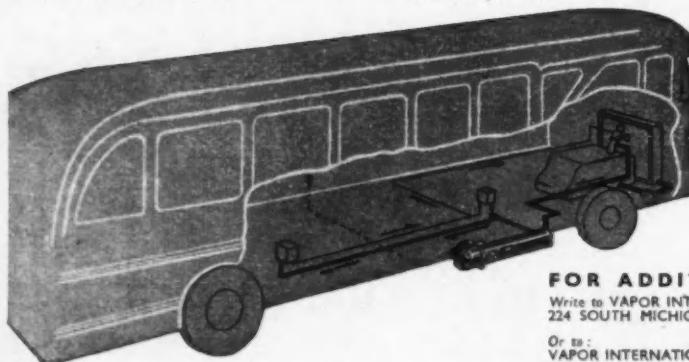
Vapor International Corporation Ltd., of Chicago, Illinois—world famous in railroad heating, combustion and temperature controlling systems—has developed a new water heater which operates on diesel oil. This heater keeps the water in the engine's cooling circuit at the required temperature for optimum operation, thus improving lubrication, preventing excessive wear when engine is started and insuring constant heat supply for greater passenger comfort. These heaters manufactured in Holland can be installed for either manual or automatic operation.



THE B70

WATER HEATER

- Can be adjusted to any desired output between 12,000 and 18,000 Cal/hour.
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- Keeps engine warm during layover period thus ensuring easy starting and preventing excessive engine wear.

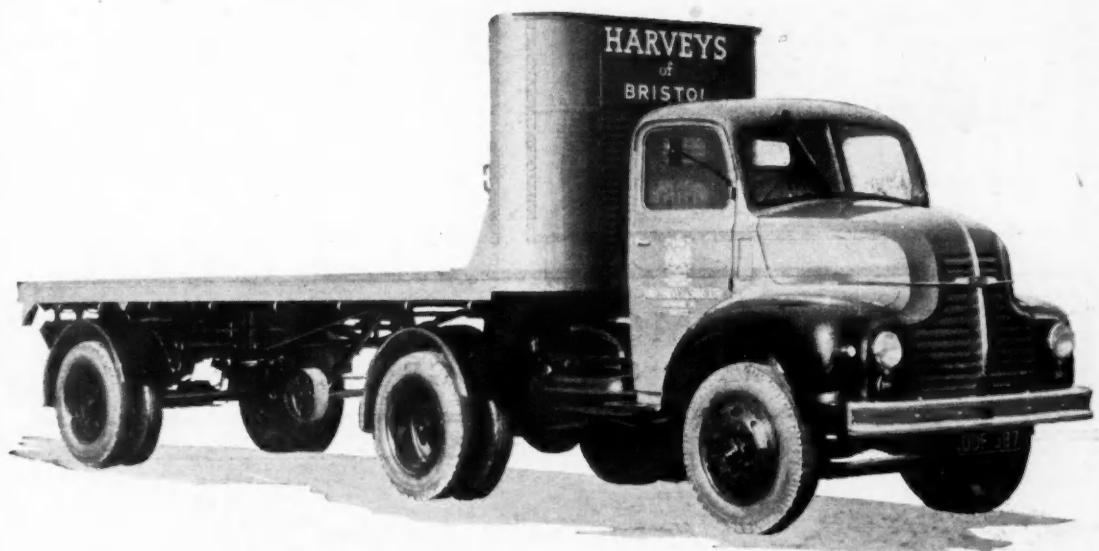


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THERE ARE other benefits of this careful quantity-production on the most modern machines... excellent quality in every way... less servicing... a really competitive price... and, most important, *delivery on time!* That's why Salisbury gears are increasingly specified by designers and manufacturers... for cars such as Jaguar and Aston Martin, for the new diesel locomotives, for the tough work of building and agricultural machinery.

HYPOID AND SPIRAL BEVEL GEARS UP TO 24" dia.

*High quality gears produced
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Axle shafts of all types. Special induction hardening process cuts cost, saves weight, and permits higher loadings.



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SALISBURY make most kinds of gears, axle shafts and transmissions for industry and commerce. And Salisbury technicians are always glad to co-operate on new projects and problems. Perhaps they can help you too? Please write for further details.

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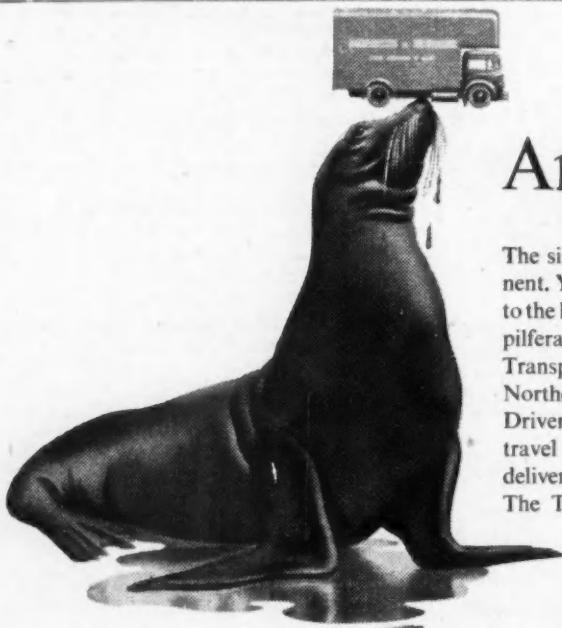
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The sign for coachwork appearing on all PAPWORTH built bodies is your proof of quality and satisfaction. Let us send you details of the bodies we are building on the Thames chassis such as this high quality 12 personnel conversion of the Thames 15 cwt. van with upholstered seats and squabs including two bench seats placed across the body.

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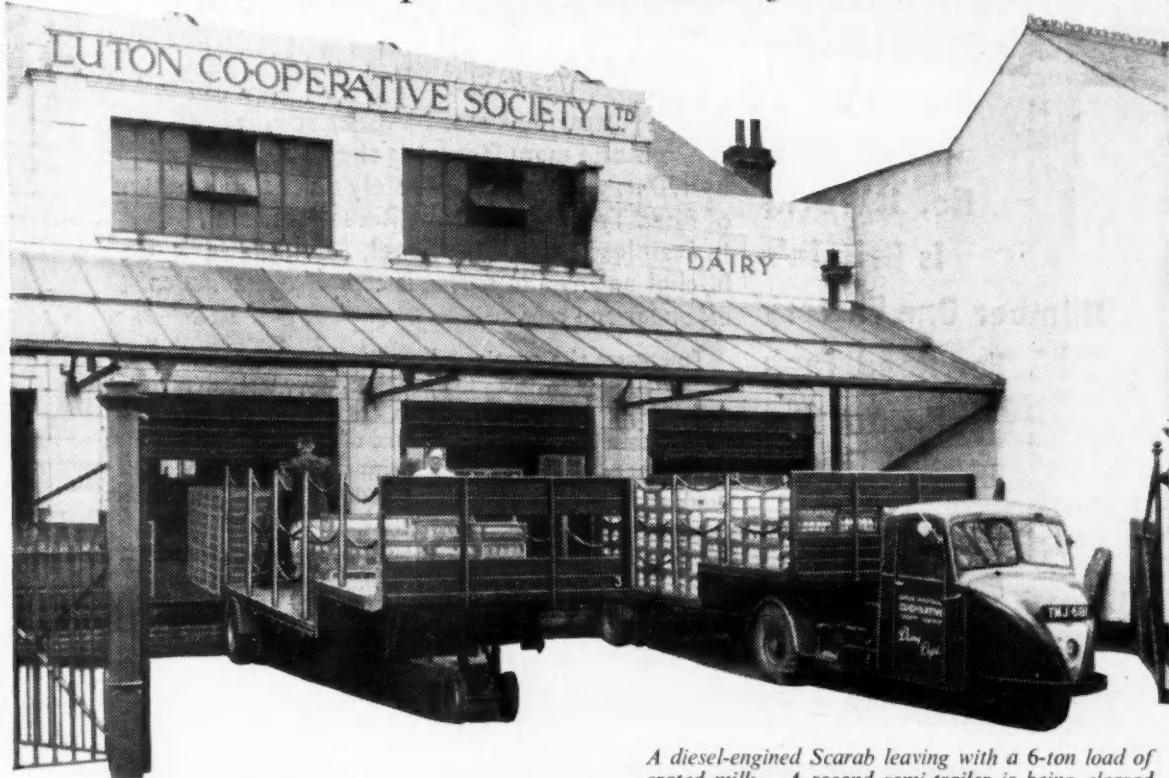
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Take an operator's word for it . . .



*A diesel-engined Scarab leaving with a 6-ton load of
crated milk. A second semi-trailer is being cleared
and will be reloaded for immediate pick-up.*

. . . the Scammell SCARAB

*cuts transport costs
by 20%*



*Empties being loaded on at
depot for return to dairy.*

One Scarab and 3 semi-trailers operated by Luton Co-operative Society are doing the work of 3 rigid 4-wheelers and cost 20% less in initial price.

That's some saving . . . but there's much more. Running costs and wages are saved on two motive units . . . road fund is payable on only one tractor-trailer and no purchase tax is charged on trailers.

Working a non-stop shuttle service, the Scarab takes out a loaded trailer, automatically uncouples and switches to another laden with empties, returns to the dairy where yet another load is ready for instant pick-up.

Add a capacity for turning in its own length, a low floor level for easy loading, together with the long working life of both tractor and trailers and you can well appreciate why the Scarab is recognised everywhere as the most economical solution to the short haul problem. Available in two versions for basic payloads of 3 and 6 tons.

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PLYMAX

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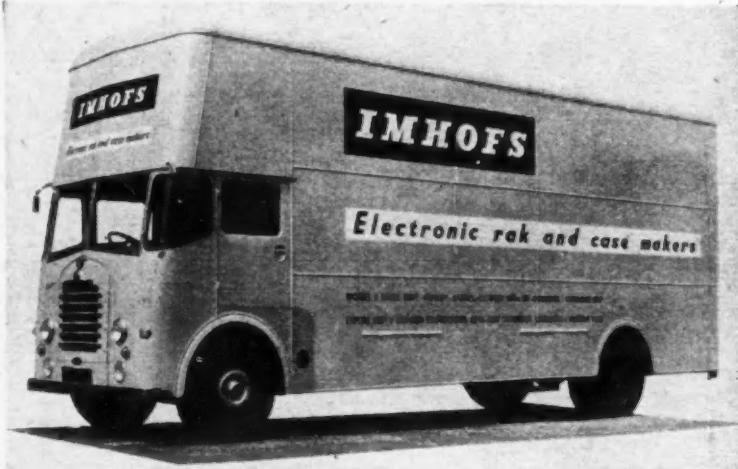
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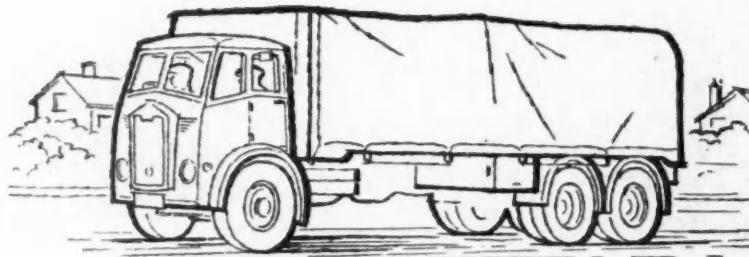


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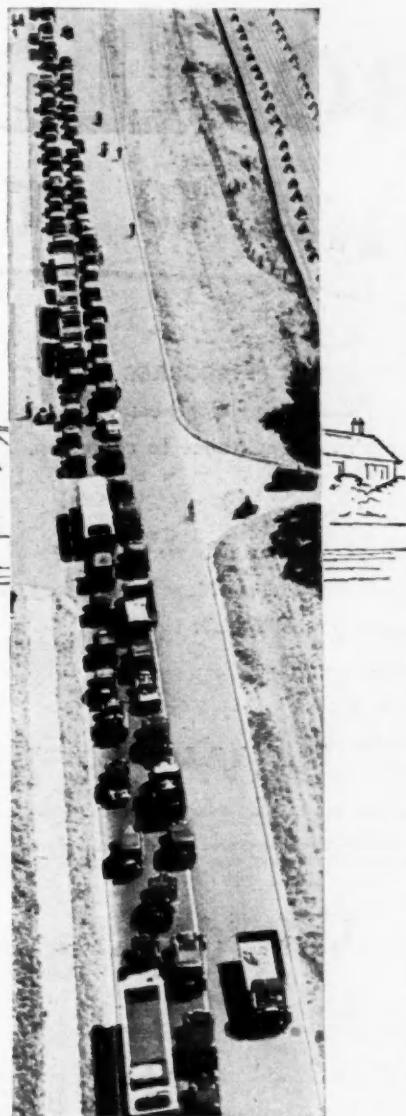


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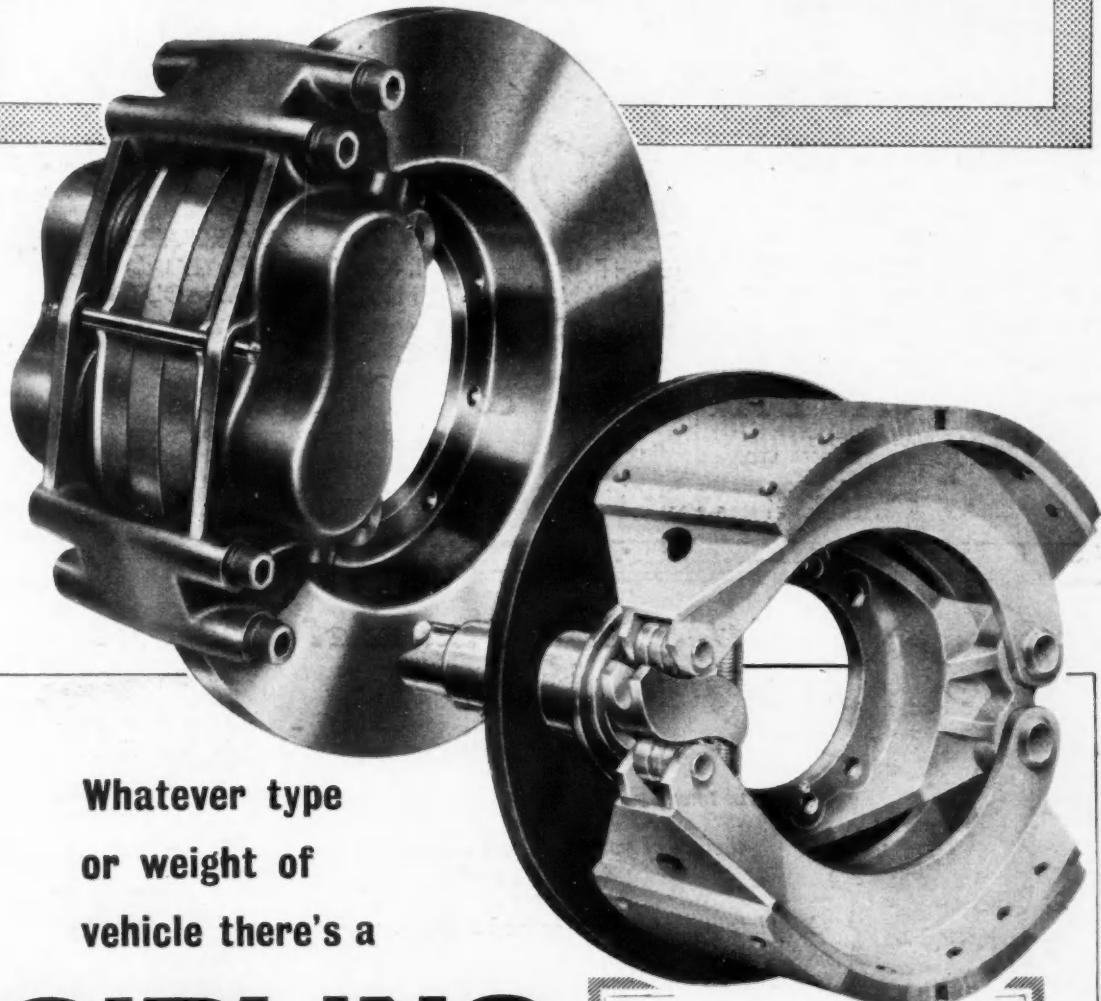
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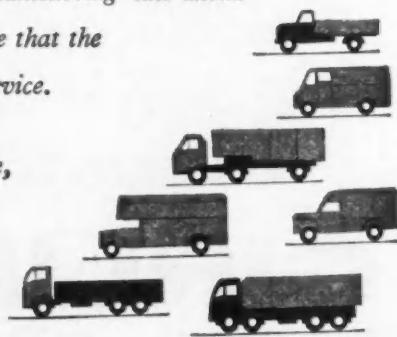
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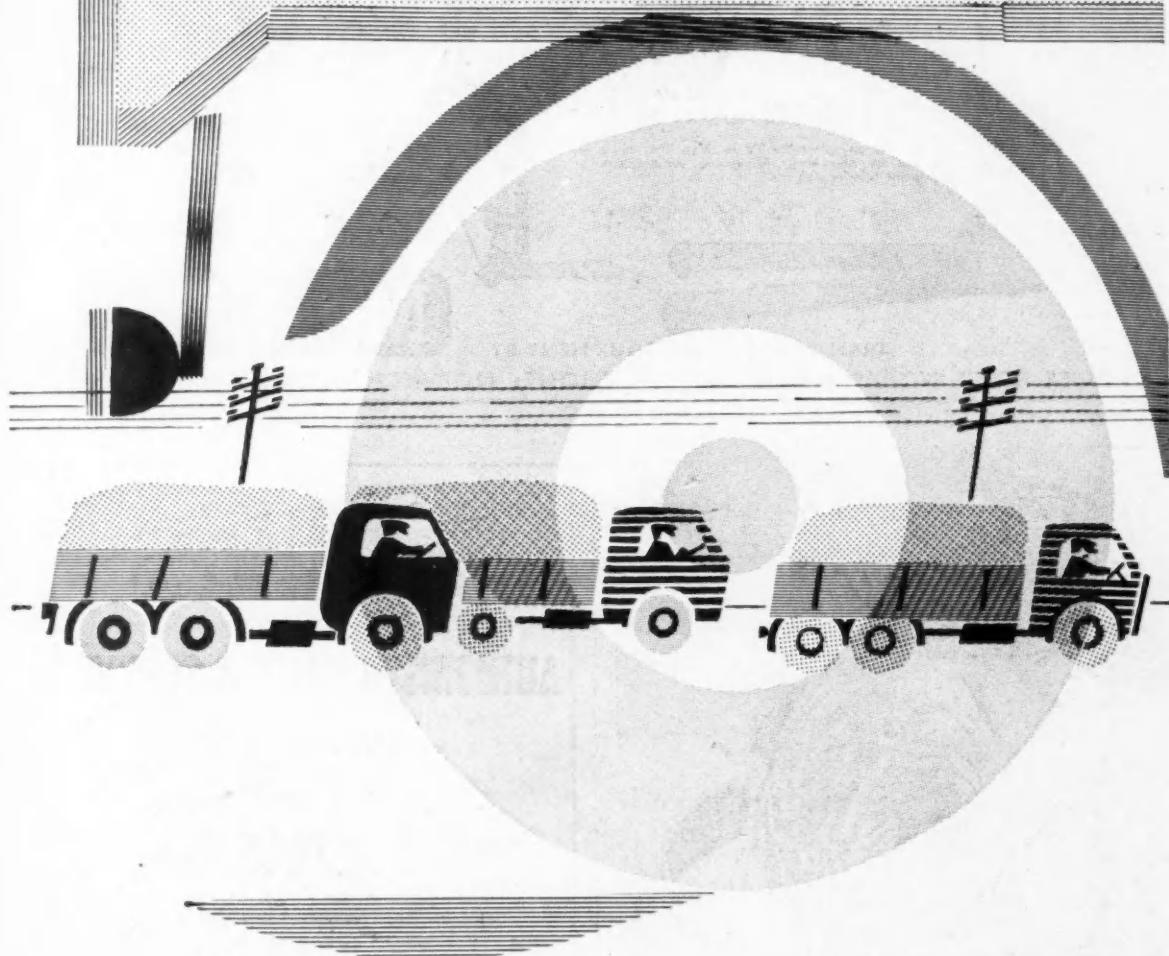
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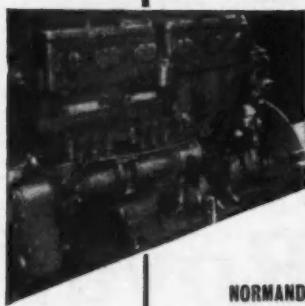
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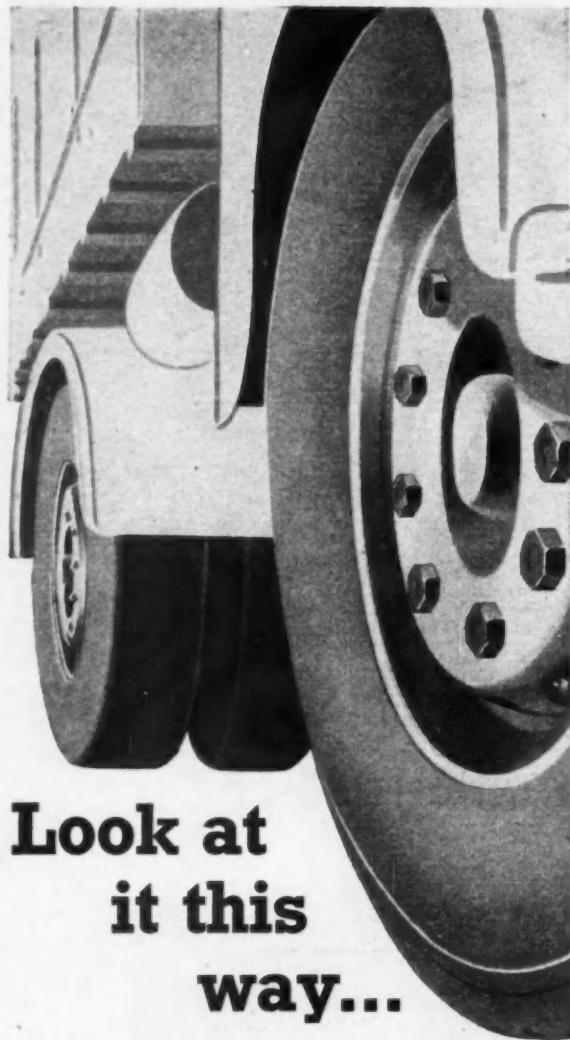
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Too Much Power to Their Elbows

MUCH can be learned about current vehicle designs by eavesdropping on conversations between drivers in cafés. By doing so, designers in particular would obtain a far better insight into the success or otherwise of their products than any amount of "official" market research could provide.

For instance, they would discover that power steering is not regarded by all drivers in the light that manufacturers' sales and publicity departments cast upon it. They might hear discussed a make of vehicle which has power steering as standard. The reason for this apparent refinement is that, because of the design of the steering, the vehicle is extremely hard to drive without the aid of power. Any driver of this type of lorry who has had to be towed with a dead engine will testify to the difficulty of turning corners.

If such a vehicle were being driven along a winding road at more than 30 m.p.h. and the steering power suddenly failed, the driver would be fortunate if he could apply sufficient effort in time to negotiate the next bend. This would suggest that, ideally, all normal road vehicles, whatever their size, should be designed to be completely controllable without any form of steering servo.

Such equipment could then be offered as an aid to general ease of control, particularly at low speeds. A servo is of special value when, for instance, a large vehicle has to be turned around in a relatively small yard, as it enables full lock to be gained far more quickly than would be possible without power assistance.

Cut-out for Safety?

The "deadness" of certain power steering systems on icy or greasy roads is regarded by some drivers as a great source of danger. In particular, they fear the risk of being unable to correct a skid, purely because of the lack of "feel" at the steering wheel. To meet such conditions it might be advisable to incorporate some form of cut-out in the power system, so that the driver could have purely manual steering when road conditions seemed to demand more positive control.

An analogy is to be found in braking systems, particularly those air-pressure layouts in which the pedal consists of a small treadle with an extremely short range of movement. It is difficult enough to obtain braking

Some Vehicle Designers Would Learn Much if They Overheard Talks Between Drivers

be applied with such a system in making a normal stop. Estimation of safe stopping distance thus becomes a lottery.

Drivers are not noted for having either bigger or smaller feet than any other class of human being. A large, heavy vehicle demands a sensibly sized brake pedal with a reasonable degree of travel. It is important that the driver should be able to apply the brakes by "feel" without having to be so feather-footed that he is almost afraid to touch the pedal at all.

Brake-pedal Improvement

Many vehicle manufacturers are already aware of the shortcomings of this type of pedal, which originated in America. They are retaining the kind of brake valve normally associated with it, but are providing a proper pedal. In this way, the driver is given a chance to apply the brakes smoothly and thus overcome one of the possible disadvantages of an air-pressure system, in that brake reaction often tends to be harsh unless it can be properly controlled.

The reverse can be said about many hand-brake layouts, particularly on vehicles in the 5-ton to 8-ton category. Although many people are loath to accept the hand system as anything but a parking brake, it can—properly designed—provide a useful emergency brake and some can give as much as 50 per cent. of the retardation provided by the foot brake.

The important thing about a hand-brake system is that the lever should be easy to apply to its fullest effect. This means that the lever should be placed within easy reach of the driver—without being so close to other items in the cab as to cause the risk of grazed knuckles—and so shaped that the maximum leverage is being exerted just as the brake facings touch the drum.

Already the winter is with us and roads in Scotland have been dangerously slippery several times this month. One of the ways of preventing accidents on such surfaces is to give drivers vehicles which instil confidence because of their controllability. There is danger in reducing physical effort to such an extent that drivers become afraid of their charges.

Progress Versus Licensing

COLLAPSIBLE tanks for the haulage of liquids in bulk, which can be carried on normal platform and drop-sided vehicles and rolled up into a small bundle when not required, are already being employed successfully in the United States. They are now being offered at a low price on the British market. Their introduction opens up several possible licensing problems.

The question arises as to whether the tank is to be regarded as a container in the accepted sense, and included in the unladen weight authorized under carriers' licences. It is, in effect, a large bag and might reasonably be treated as part of the load. There is, however, scope for argument on the point. Containers of the present size are light, but if they are produced in larger capacities, weight may become important.

An even more important question concerns normal user. This new technical development enables the general haulier to enter the bulk-liquid business with low-cost equipment. If he does so without seeking a change in his normal user he may find himself in difficult-

ties when his licence is due for renewal. He would be wise to seek advice from the Licensing Authority before becoming deeply committed.

Another licensing problem created by technical development concerns the lightweight eight-wheeler. It is now possible to purchase an eight-wheeler with a payload capacity of about 18 tons and weighing unladen little more than a four-wheeler with a maximum gross weight of 14 tons. There seems to be nothing to prevent an operator from seeking to replace the smaller model by the larger one without a public inquiry, so long as there is no material increase in the unladen weight, and thereby securing extra payload capacity of up to possibly 9 tons.

Ultra-lightweight eight-wheelers are too new a development for an instance of this nature to have come to light, but enterprising operators may obtain a large unopposed expansion of payload capacity by this means. In all probability, the Licensing Authority would not be aware of it.

Passing Comments

Trading With the U.S.S.R.

DESPITE all the political disturbances between the U.S.S.R. and some capitalist countries, the reciprocal trade between Russia and Finland, Britain, France and the Federal Republic of Germany accounted for about 40 per cent. of the total for such countries. In comparison with 1950 the trade with these four has more than quadrupled.

For 1957 the total with all capitalist countries was 8,757m. roubles, of which Britain's share was 1,204m. That with Finland was slightly more, whilst Germany's share was 533m. and the trade with France 458m. It is interesting to note that compared with the previous year, Britain's percentage increase was the greatest.

I.R.T.E.'s Successful Occasion

HE could not see any reason why some members of the Institute of Road Transport Engineers should not act as inspectors in connection with the "vetting" of 10-year-old vehicles, although they might not be able to undertake any repairs necessary. This was suggested by Sir Gilmour Jenkins, K.C.B., K.B.E., M.C., in proposing the toast to the Institute and its president at the recent I.R.T.E. annual dinner.

Occasionally people had remarked to Sir Gilmour that they thought it unnecessary to have more representative bodies than those major ones covering the mechanical, electrical and civil engineers. He, however, was of the opinion that others more closely connected with particular activities could be most useful and valuable, and he congratulated the I.R.T.E. on its successful development and the great work it was doing in many connections.

Thanking Sir Gilmour, the president, Mr. G. Mackenzie Junner, referred to the hard battle for official recognition which the foundation committee had to undertake until they were able to produce adequate "proof of need."

The function was held for the first time at the Piccadilly Hotel and was attended by nearly 300 members, guests, and representatives of the industry.

Vision and Safe Driving

AN American survey of vision and traffic safety, published in *The Sight-Saving Review*, contains much of interest on this subject. Some 75m. people are licensed to drive in the U.S.A., and of these 6m. are examined annually, a visual examination for renewal being enforced in 13 states, the ages of those concerned varying at different places from 70-80.

Drivers with one eye are accepted everywhere if that eye has a full field of vision and various requirements as to corrected acuity. No tests are made for night vision or resistance to glare, although some drivers are restricted to the daylight hours.

Ordinary screening tests are conducted rapidly with relatively simple and inexpensive apparatus, by lay personnel of limited training, but in three states an applicant who fails can be referred for further investigation to a specialist of his own choice.

The driving-research laboratory of one state claims that 60 per cent. of the general adult population require glasses, but only 30 per cent. use them, and of these, another 30 per cent. have glasses which are no longer correct. Poor vision which cannot be improved sufficiently occurs in 5 per cent.

The American Association of Motor Vehicle Administrators recommends that the driving licences of those requiring glasses should be stamped with the wording "Must wear corrective glasses while driving." The "corrective" is added, otherwise plain or sun glasses would technically meet the requirements.

It has been discovered that a driver can perceive an unexpected obstacle only half as far away as in the case of an expected one.

The importance of safety in driving is shown by the fact that one car in 12 is involved in a serious crash each year, and in 1957 traffic deaths numbered 40,000, the rate being twice as heavy in rural areas as in the cities. Non-fatal accidents were a hundred times greater and a fifth involved children, mainly in the age group of 5-6 years.

Development in Chemical Milling

CHEMICAL milling as an alternative to machining has been in operation for several years in the shaping of aluminium, magnesium, titanium and steel sheets, rods and tubes. In the latest developments the process has been extended to castings of all shapes.

The process is that of etching in a chemical bath, and in its application to mass-production methods, as many castings as the bath will hold are dealt with collectively, and not individually as in the case of machining.

Now a masking material has been introduced for applying to parts of the casting which are not desired to be acted upon, thus widening the possibilities of the system.

The chemical solution of the bath must be compounded in conformity with the metals forming the alloy of which the castings are made, each constituent being capable of dissolving the grains of the metal of which it is a solvent. The action of the solvent takes place at microscopic level, removing the individual grains of the metallic surface, which remains chemically unchanged, nor are physical or chemical properties altered.

The average rate for chemical milling provides a reduction of 0.001 in. per min. and the action can be controlled to tolerances of plus and minus 0.003 in.

Surface finish is generally improved by the process; aluminium is around 300 r.m.s., and steel casting surfaces are approximately 125 r.m.s.; these results depend upon the condition of the casting before treatment by milling. Manganese and titanium alloys give also a finish of 125 r.m.s., and die castings result in better surfaces than do sand castings.

To conform to some of the necessities of foundry technique regarding metal flow and cooling, castings are often heavier than would be otherwise necessary; the use of chemical milling may permit of designing to take advantage of the possibilities of this.

It may seem difficult to predict the results of chemical milling, but actual results show that the conditions vary about as much as those in machining. Good, consistent results can be obtained on any group of parts if the casting alloys be properly controlled. The composition of the milling bath is also subjected to chemical control of the constituents.

One Hears—

That easy hire-purchase may mean less-easy road conditions.

Of a belief that American railways will cease, by 1970, to cater for passengers.

That the opening of the new Colney by-pass should reduce headaches in Herts.

That it is all very well to say "fair's fair," but bus companies want their fares fair, too.

That in some areas building-site clay deposited on roads by lorry wheels is left from Saturday morning to Monday before being cleared.

That so vital is the part now played by the motor industry in our national economy that failure to maintain its position would have a drastic effect.

From Mr. J. H. Watts, who has big road transport interests in Africa, that air suspension may solve many of the difficulties experienced there with rough roads.

That the swooping of C and B licences for the A type is not as easy as ABC, as some optimists think.

That a Wyoming lorry driver aged 67 has received a "Driver of the Month" award for 38 years at the wheel, during which he covered 2,200,000 miles without responsibility for a single accident.

That the American Eucnik articulated tipper dumps its 165-ton load at one go (when the body reaches higher than a four-storey building) and travels at 35 m.p.h. on its Firestone earthmover tyres.

"How many people have lost their copies of the Highway Code?"

That in 25 years the number of goods vehicles in the U.S.A. has trebled.

That the Burlington "Seagull" is too well coached to fly away from the land.

That the great popularity of pneumatic suspension at the Turin Show indicates that it is not merely hot air.

That being ahead of schedule with the construction of new roads is a pleasant change from past delays and disappointments.

That the "Chelsea College" has its own motor repair and overhaul section which operates on the lines of a full-service station, whilst lectures are given on transport management.

That the training given is designed carefully to balance theoretical and practical work.



Chassis Purchase Tax May End Before Budget Day

BY OUR POLITICAL CORRESPONDENT

BEHIND-THE-SCENES efforts by Conservative backbenchers at Westminster to persuade the Government to abolish purchase tax on commercial-vehicle chassis may be crowned with success within the next few weeks. I understand that strong representations have been made about the difficulties which commercial-vehicle firms are meeting at present, and Ministers have been impressed with the seriousness of the position.

It is regarded as a certainty that this tax will go when the Chancellor presents his next Budget in April. But Conservative M.P.s, led by Mr. Roger Gresham Cooke (Twickenham), want the tax lifted long before then. I understand that they are hopeful of success. Indeed, it is felt that it may be only a matter of weeks before the tax is lifted.

M.P.s point out that an order by the President of the Board of Trade can change or end purchase tax levels overnight. No legislative action by the House of Commons is needed, although purchase tax changes are usually announced by the Chancellor in the Budget speech.

Mr. Gerald Nabarro (Cons., Kidderminster), whose sustained campaign against purchase-tax anomalies achieved success in the last Budget, is going "all out" during the present session for further concessions, and he puts the commercial-vehicle tax high on his list of priorities. Next Tuesday he will point out to the Chancellor in the House of Commons that the British share of the export trade in goods vehicles by the principal producing countries has fallen from 45.4 per cent. in 1950 to 27.6 per cent. in 1957. He will contrast this position with that of Germany, where only a low turnover tax applies. The German share has risen from 4.5 per cent. to 18.7 per cent. over the corresponding period. He will demand that the purchase tax on commercial-vehicle chassis be removed forthwith.

Mr. Nabarro will return to the attack on December 18, when he will point out that the present net yield to the Exchequer from purchase tax on commercial-vehicle chassis, after taking into account initial and depreciation allowances, is not in excess of £8m. per year.

R.H.A. Put Pressure on Members

BY A SPECIAL CORRESPONDENT

CONTROVERSY has been caused by a new method now being used by the Road Haulage Association to obtain subscriptions from members to the publicity fund. On the instructions of the National Council, who were not unanimous in their agreement, area secretaries are sending each member a "statement"—the word "invoice" is unpopular at headquarters—debiting him with a contribution to the fund equal to his annual subscription to the Association.

This decisive step, which has caused offence in some quarters, has been taken because the response to the appeal for voluntary contributions has been poor. A sum exceeding £40,000, including £20,000 from headquarters funds, has so far been obtained, but it falls far short of the target of £120,000.

The justification for the "statement" is that funds are urgently required. The publicity campaign is phased in three parts and, subject to the approval of the National Executive Committee next week, is due to start on March 1. The basic scheme consists of Press advertising to industrial executives, and the money at present available is no more than adequate to launch it.

The second phase is due to begin a month or two later and will include media other than the Press and widen the appeal. When the funds available for the campaign are known, members will be given further details and will be told precisely how their money will be spent.

Although the R.H.A. have consulted other bodies on policy in promoting the campaign, they have not asked for

financial aid. With little more than £1 a head subscribed by their own 17,000 members, they are hardly in a position to seek outside assistance.

Indirectly linked to the publicity campaign are two trial surveys of the ramifications and activities of the road haulage industry which the R.H.A. have conducted. The first was made in the Northern Area, but I understand that it yielded little that could be used in national propaganda.

The second was of long distance haulage. On the basis of figures published by British Road Services it revealed that free-enterprise long-distance operators carried twice as much and travelled twice as far as B.R.S.

Results of these surveys will not be published, but they may be of some use in the publicity campaign.

London Busmen Boycott Wages Meeting

LONDON central busmen refused to send delegates to the meeting held in London on Tuesday by the Transport and General Workers' Union to attempt to establish a co-ordinated national policy on busmen's wages. The meeting was attended by more than 100 representatives of provincial company and municipal busmen, and of London trolleybus and country service workers (see page 587).

A letter sent on Monday to Mr. Arthur Townsend, national secretary of the bus worker's section, by eight of the 13 members of the London busmen's negotiating committee, said they had "no confidence that the decisions of the rank and file delegates" to the conference "will be accepted and carried out."

They expressed their dissatisfaction with the Union's refusal to countenance action to obstruct London Transport's reduction of services.

A delegate to the meeting suggested that the Union's executive council should conduct a full-scale investigation into the reasons for the central busmen's surprise action. This would compel Mr. Frank Cousins, general secretary, and other Union officers to justify their refusal to support retaliatory measures against London Transport.

STRONG OPPOSITION TO NEW EXPRESS ROUTE

TEEN road operators joined British Railways in objecting to an application heard jointly by the East Midland, Eastern and Metropolitan Traffic Commissioners this week. Buckmaster Garages, Ltd., Leighton Buzzard, Beds., were seeking a new express service between Aylesbury and Glasgow, picking up at Leighton, Dunstable, Luton and Bedford.

Four days were set aside for the hearing at Luton. It was scheduled to occupy Wednesday and Thursday of this week and next week.

REVOCATION DAY

FIVE operators will appear before the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Newcastle upon Tyne, on November 25, to show why special A licences held by them should not be revoked or suspended.

The licensees are McPhee's (Newcastle), Ltd. (five vehicles); Mr. T. Dodd, Bedlington Station; G. C. and A. Robson, Slaley; N. Elliott, Haltwhistle; and Mr. G. Allinson, Etherley Dene, Bishop Auckland, whose case was adjourned from November 10 for the attendance of a witness from K. and B. Motors, Ltd. (*The Commercial Motor*, November 14).

WESTERN REVOCATION INQUIRY

THE Western Licensing Authority has called P. B. Browne, Ltd., Sheepwash, Beaworthy, Devon, to an inquiry to be held at The Castle, Exeter, on December 9, to show why their A and B licences should not be suspended or revoked.

Commissioners Warn Private-hire Operator About "Hidden" Fares

BUS operators who hire vehicles to building contractors must have a road service licence if workers pay for their travel by having cash deducted from their lodging allowance. This ruling was made clear by the Northern Traffic Commissioners, last week, when they refused licences to two private hire operators who had been running illegal works services.

Joseph Clark, Consett, and Thomas Gillingham, Cattergate, both sought licences to carry contractors' employees from Newcastle and Gateshead to sites at the Consett ironworks. They were opposed by the Northern General Transport Co., Ltd., and Venture Transport Co. (Newcastle), Ltd.

Mr. Clark said in evidence that his proposed non-stop service would take 30 minutes for the 12½-mile route, compared with 65 minutes by the existing stage services. He had no road service licences but operated two coaches on private hire.

Replies to Mr. J. Croft, for Northern General, he agreed that his coaches originally operated the service irregularly, carrying passengers at separate fares. The contractors had told him that they were not prepared to hire coaches themselves as the men were paid a lodging allowance. Several other operators were still carrying workmen in a similar manner.

His proposed return fare of 3s. was the existing charge and was not intended to cut the stage carriage fare of 4s. Northern General's charge between Newcastle and Consett for private hire was 2s. 10d.

Refused Last February

Mr. Croft pointed out that an identical application was refused last February on the ground that existing stage services were adequate.

Mr. J. A. T. Hanlon, chairman, said contracts with employees for free transport to and from work involved an element of hire or reward. It was wrong that workmen should be carried in vehicles which had no public service licences or certificates of fitness. A grant was no more justified than on the last occasion.

Opening Mr. Gillingham's application, Mr. B. G. Montgomery said that circumstances were totally different. A vehicle had been operated since October, 1957, and at first Mr. Gillingham was paid by separate fares. However, since the visit of an enforcement officer it had been run as a genuine contract service.

Mr. Gillingham said he originally approached a foreman while working on the Consett site as a haulier last year. He was now paid monthly by cheque.

Answering Mr. T. H. Campbell Wardlaw, for Venture, he agreed that the money was deducted from the men's lodging allowance, but denied that the arrangement was a deliberate attempt to deceive.

Mr. Croft said Northern General ran two special early morning buses to Consett on which 84 seats were available. Since August the highest number of passengers had been 24. Neither they

nor Venture had been approached by the contractors.

Mr. Hanlon declared that the industry would be back to pre-1930 if every owner of a coach was allowed to hawk it about. Mr. Gillingham had drawn more than £2,000 while operating an irregular stage service to the detriment of the licensed operators.

The driver of a B.R.S. Austin van in the Isle of Wight uses a Pye two-way radio set installed last week. As reported on page 595, six vehicles on collection and delivery work have been equipped in this way. Substantial savings in dead mileage are expected.



It was announced that Northern General and Venture would provide an early morning service and a dispensation was granted for the Gillingham bus to be replaced.

B.T.C. REVENUE £32.6m. DOWN

RECEIPTS from the British Transport Commission's passenger and goods-carrying activities in the first 44 weeks of this year were £32.6m. lower than in the corresponding period last year. They fell from £590.3m. to £557.6m. The railways' total freight receipts dropped by £24m. from £297.2m. to £273.2m.

The Commission's provincial and Scottish bus undertakings increased their revenue in the 44-week period from £49.2m. last year to £51.4m. this year. Mainly because of the London bus strike, London Transport's road-service revenue declined from £50.3m. to £40.2m. London Transport's rail-passenger revenue increased from £19.5m. to £20.5m.

FIVE-LORRY TRANSFER GRANTED

A TAKE-OVER application by the Bridgwater Haulage Co., Ltd., for five vehicles (15½ tons unladen) operated under B licences by B. Wynn and Son has been granted by the Western Licensing Authority.

One of the lorries is limited to general goods within 20 miles. The other four are allowed to carry road and building materials within 40 miles, agricultural produce and requisites within 20 miles, and refuse for Clarks, Bridgwater, to a local pit.

406 Long-distance Hauliers Listed

THE second edition of the "Long-distance Hauliers' Directory" was published this week by the Road Haulage Association. It lists 406 members "substantially engaged in the long-distance carriage of general merchandise, who are in a position to offer and/or accept surplus traffic and/or provide terminal services."

Each member whose name and address appear in the directory has signed, and indicated willingness to observe, the code of conduct of the Association's long-distance hauliers' functional group.

Apart from the addresses of the 406 members, 127 extra depots are listed. The

names of 20 clearing houses also appear.

The directory is arranged alphabetically under towns, with a separate section for Scotland. Depots are shown separately under the appropriate towns, with a cross-reference to the member's main depot. Details are given of transhipment facilities—whether open or closed and supervised or not.

A specimen vehicle report card is included in the directory. It contains space for the name and address of the operator, and a note of the registered number of the vehicle concerned, its description (flat, sided or van), body length, and construction of the body (wood, steel or light alloy). The telephone number and the driver's name are also entered.

The form enables the operator to indicate that the vehicle will be available at a certain place and time for a return load and that the driver will apply for one.

The directory can be purchased by traders at 2s. 6d. per copy.

M.A.N. ENGINES FOR INDIA

AN agreement has been entered into between the Indian defence ministry and M.A.N., Munich, Germany, whereby M.A.N. multi-fuel oil engines will be supplied to the Indian Army.

This decision has been reached following extensive research by the Indian authorities. At first, engine parts will be supplied from Germany, but within five years it is expected that the engines will be 90 per cent. Indian made.

Men in the News

MR. G. T. EASTWOOD has been appointed sales manager of Regal Garage (Old Kent Road), Ltd., London, S.E.15.

ALD. C. A. MARRINER, haulier and garage proprietor, has been nominated mayor-elect of Scarborough Borough Council.

MR. J. G. BRUCE has been promoted to principal executive assistant in London Transport's claims office. He joined the L.T.E. in 1935.

MR. H. BANKS, transport manager of the Wolverton Co-operative Society, Ltd., has been appointed to a similar post with Burton-on-Trent Co-operative Society.

CLLR. J. S. GOODWIN has been made a member of the North Eastern Transport Users' Consultative Committee in place of **CLLR. T. WILLIS**, who has resigned. He will represent local authorities.

MR. G. D. GLEDHILL has taken charge of the Ormskirk depot of Ribble Motor Services, Ltd. He was formerly assistant area superintendent, central area, Preston, and has been transferred as assistant to **MR. L. J. MOORE**, superintendent of the south-western area.

MR. ALLEN L. STOCK, chairman of Lodge Plugs, Ltd., and a director of other companies, was last week elected chairman of the London Chamber of Commerce. **MR. F. H. TATE**, chairman of Fisher and Stacey, Ltd., Pease Transport, Ltd., and Silver Roadways, Ltd., and a director of other companies, was elected treasurer.

MR. W. MOWBRAY, J.P., has succeeded the late **MR. T. P. MEIKLE** as a member of the Transport Users' Consultative Committee for Scotland.

MR. GRAHAM CLAYTON-WRIGHT, technical director of Howard Clayton-Wright, Ltd., has been appointed chairman and managing director. He is succeeded as technical director by **MR. R. R. WEBB**.

MR. G. MACKENZIE JUNNER, editor of *The Commercial Motor*, has been re-elected president of the Institute of Road Transport Engineers. **MR. J. H. VINCENT**, technical officer, London Carriers, Ltd., has been elected vice-president and re-elected chairman of the Institute. He is the first officer to bear concurrently the posts of vice-president and chairman. **MR. A. H. DACK**, chief engineer, Union Cartage Co., Ltd., is honorary treasurer, and **MR. E. B. H. ELSBURY**, motor repair shop manager, North Thames Gas Board, honorary secretary.

MR. J. W. RAMSAY, Leeds district manager of the Avon India Rubber Co., Ltd., has become area sales manager there. New area sales manager at Newcastle upon Tyne is **MR. N. A. NEIL**, formerly general line representative in London. Birmingham's commercial vehicle specialist, **MR. R. C. CHERRINGTON**, has become district manager, and the general line representative at Birmingham, **MR. D. L. GIBSON**, moves to Manchester as district manager. At Bristol, **MR. A. R. ROGERS** has been promoted from general line representative to district manager.

This Licensing Red Tape Must Go, Say Tory Backbenchers

CONSERVATIVE M.P.s are to urge the adoption of the Continental system of a single vehicle fulfilling many different functions. This will be part of their campaign at Westminster to help rural transport, writes our political correspondent.

The new Backbench Rural Transport Group feel that, up to now, the Government have not tackled the problem strongly enough. They are particularly concerned about the withdrawal of rural bus services.

Mr. William Whitelaw (Penrith), joint secretary of the group, has declared that a new approach must be made to rural transport problems.

"At present you have the public bus, the schoolchildren's bus, the Post Office van, and then the parcels delivery service," he said. "All these are running within a few hours of each other to the same village. Why not one vehicle combining the lot? Other countries do it. Why don't we?"

One of the first jobs, according to Mr. Whitelaw, would be to break down "all this red tape about licensing, the carriage of parcels in passenger vehicles and so on."

B32

Already, **MR. J. W. PEYTON** (Yeovil), chairman of the group, has asked the Minister of Transport to institute an inter-departmental inquiry into rural transport problems. He has been told that **MR. WATKINSON** has this under "constant review." However, this reply is unlikely to satisfy the M.P.s. They will press on with their demands for drastic action.

COLOUR PROBLEM AGAIN

BUS crews employed by Newcastle upon Tyne Corporation have asked that no more coloured workers should be employed until a ratio of white and coloured staff has been fixed. The Transport and General Workers' Union say this is not a colour bar, but a safeguard for their members.

RECORDS CASE: £45 FINES

ADMITTING that he did not ensure that four of his 39 drivers kept records, **Albert Hardy**, haulier, Grand Parade, Brighton, was fined £45 with £7.6s. costs at Brighton last week. He asked for 60 offences between May and July to be considered.

Atlantean Selling Well : Repeat Orders

REPEAT orders are already being received by Leyland Motors from undertakings who have ordered Leyland Atlantean rear-engineered bus chassis. The latest is from Wallasey Corporation for a further seven buses.

Other repeats have been received from Ribble Motor Services, Ltd., bringing their total order to 51; Maidstone and District Motor Services, Ltd. (14 and 36); Devon General Omnibus and Touring Co., Ltd. (23 and 17); Trent Motor Traction Co., Ltd. (11 and 11); East Midland Motor Services, Ltd. (5 and 10); and J. James and Sons, Ltd., who have ordered a total of 10 Atlanteans.

Single bulk orders have been placed by The Potteries Motor Traction Co., Ltd.; Northern General Transport Co., Ltd.; Sheffield Transport Dept.; Western Welsh Omnibus Co., Ltd.; Manchester Corporation; Yorkshire Traction Co., Ltd.; Liverpool Corporation; Glasgow Corporation; Walsall Corporation; Shergold and White, Ltd., Salisbury; Birch Bros., Ltd., London; and J. Laurie and Co., Hamilton.

NEW TRAINING COLLEGE PLANNED BY B.T.C.

A STAFF college for higher management is to be set up next year by the British Transport Commission. The object will be to provide advanced training for younger officers in the Commission's services. The existing B.T.C. staff training centre at Woking is being converted and it is expected that this will be ready for the first course to begin in the middle of 1959.

Principal of the new college will be Maj. Gen. W. D. A. Williams, at present Commissioner for Transport in the East African High Commission at Nairobi.

NEW WAITING RESTRICTIONS

NEW restrictions on waiting by vehicles have been imposed in additional streets in Ealing, Kingston upon Thames, Tottenham, Epsom, Finchley, Holborn and the City of London.

These changes are made by the London (Waiting and Loading) (Restriction) (Amendment) (No. 2) Regulations, 1958 (Stationery Office, 4d.), which came into operation on November 12.

BARTON ON A SEE-SAW

ALTHOUGH the stage-carriage traffic of Barton Transport, Ltd., declined appreciably last year, there was a decided improvement in carrying by express services and extended tours. Vehicles of larger seating capacity were introduced and one-man working was extended. Further economies were made in all departments.

SHIELDS FERRY TOLLS UP

TOLLS for vehicles using the ferry between North and South Shields have been increased by 6d. Making this announcement, the Tyne Improvement Commission said they had also decided to end the all-night ferry service from December 1.

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Company and Drivers are Fined £397

DESPITE a defence plea that drivers had not been asked to work excessive hours, H. Blacker and Co., hauliers, Bondgate, Selby, were fined a total of £293 at Selby on hours and records summonses.

They admitted 66 charges of not ensuring that drivers kept records and were fined £3 on each one. Fines of £5 were imposed on each of 19 charges of allowing drivers to have less than 10 hours' rest in 24. The company pleaded guilty, and were ordered to pay £20 costs.

Eleven drivers were fined a total of £104 for committing the offences. In most cases they were fined £1 on the records charge and £2 for rest offences, but several heavier penalties were imposed—up to £12 for not having proper rest and up to £7 for not keeping records.

Mr. Ernest Wurzel, prosecuting, said the offences were committed between April 8 and May 14.

Mr. N. Holloway, defending, claimed that it was not a case where drivers were being "flogged to the hilt." The offences were not deliberate.

LIGHTS TO BE PROPERLY MAINTAINED BY DAY

REPRESENTATIVE organizations are being consulted by the Minister of Transport on a proposal that lights on vehicles should be maintained in proper condition by day as well as by night. At present a driver can commit a lighting offence only at night.

Vehicles will be required to be fitted at all times with front (side) and rear lamps and reflectors such as would satisfy the Road Transport Lighting Acts and regulations as to number, size, position and so on. Headlamps (including fog or spot lamps) which are subject to the anti-dazzle lighting regulation must, according to the Minister's proposals, be at all times in such a condition that, if used at night, they would satisfy that regulation.

Exemption will be given during daylight journeys where it can be shown that a defect arose during the trips or that steps have been taken to remedy it.

Owners of vehicles who can show that they never intend to use them at night will not have to fit lights and reflectors.

DIESEL KNOCK

THE oil engine took another knock in the House of Commons on Tuesday, this time from Mr. Gerald Nabarro (Cons., Kidderminster), who complained of exhaust smoke.

Mr. H. Nicholls, Parliamentary Secretary to the Ministry of Works, emphasized that the greater part of the smoke from oil engines could be prevented by proper adjustment, running and maintenance. The Medical Research Council had no evidence at present to suggest that diesel fumes caused cancer. He warned operators to give greater care to maintenance.

B.T.C. Make Mountain Out of Molehill

BY appealing against the grant of a collection and delivery vehicle to a long-distance haulier, the British Transport Commission were making a mountain out of a molehill. This was claimed in Edinburgh, on Tuesday, by Mr. A. B. Stewart, representing the hauliers, West Coast Transport (Argyle), Ltd.

He told the Transport Tribunal that the company needed the new vehicle to obtain greater flexibility. He could not understand the B.T.C.'s attitude to what was really a trivial and local matter.

"I feel they are making a mountain out of a molehill," he declared. "A collection and delivery vehicle in such an isolated Highland town is unlikely to rock the foundations of the British transport system."

For the B.T.C., Mr. R. R. Taylor submitted that existing collection and delivery arrangements for the company's fleet of five special-A vehicles were satisfactory. It was unreasonable for customers to expect more.

The appeal was dismissed on West Coast Transport giving an undertaking that they would not perform more than 25 journeys connecting Campbeltown and Glasgow in a week.

OSWALD'S APPEAL FOR A-LICENCE FAILS

AN appeal by Oswald Transport, Ltd., for two vehicles and two trailers on A licence, was rejected by the Transport Tribunal in Edinburgh on Tuesday. Mr. Hubert Hull, chairman, said the Tribunal were satisfied that a decision by Mr. W. F. Quinn, Scottish Licensing Authority, was fair.

For the company, Mr. J. M. Cowan, Q.C., said they had 19 vehicles, eight of them based in Scotland. The vehicles and trailers in the application had worked for Hoover, Ltd., Cambuslang, until last April, who operated them under C licence. There was another substantial customer, the Scottish Stamping and Engineering Co., Ltd., Ayr.

The primary object of the application was to enable Oswald's to continue to serve both companies efficiently. The normal user being sought was "stampings and machinery between South West Scotland and Manchester, Birmingham, South Wales and London," but this could be amended if the Tribunal thought it too wide.

Dismissing the appeal, Mr. Hull said it would not be necessary to hear the respondents—two private operators and the British Transport Commission.

A.E.C. FOR POLAND

THE Polish State buying organization, Motoimport, has ordered 12 A.E.C. Mammoth Major six-wheeled road tractors for the earth works and irrigation department of the Polish Ministry of Agriculture. The tractors will haul 20-ton trailers loaded with specialized equipment. Duramin light-alloy body-work is to be used and each tractor will have a 50,000-lb. power-driven winch.

National Bus Wages Policy to be Formed

AFTER a stormy five-hour meeting on Tuesday, delegates representing provincial company and municipal bus workers agreed to formulate a national policy on wages to avoid leapfrogging claims. The various regions will now consider the question.

The object is to establish a fixed differential between country and London bus workers' wages. Consequently, future demands for pay increases would be made together by the three principal groups of bus workers.

Representatives of London trolleybus and country service employees voted against the national wages structure. The demand for an inquiry into London busmen's complaints (reported on page 584) was rejected.

Mr. Harry Nicholas, assistant general secretary of the Union, said that a "reasonable differential" should be established between London and provincial rates, but he did not suggest a figure.

SHEFFIELD UNDERTAKING GETS £5,000 PAY SHOCK

THE backdating of a 2d.-an-hour pay award to craftsmen will cost Sheffield Transport Department £5,000 in the present financial year, it was announced last week. Ald. S. I. Dyson, chairman of the transport committee, said no provision had been made for this expenditure as it was not expected that the award would be backdated to July. The undertaking already had to find £100,000 to meet the increased wages for bus crews.

In an effort to stave off fare increases, Belfast Transport Committee have demanded that they should be reimbursed from the rates for the £35,000 they lose each year through allowing concessionary fares for the blind, pensioners and disabled ex-Servicemen. At present the General Purposes Committee allow only £10,000.

The Bristol Omnibus Co., Ltd., say that they will investigate possible economies before considering fare revisions.

BIRMINGHAM PAY INCREASE

AN increase in pay of 7s. a week—similar to the national award—for Birmingham municipal bus workers was agreed on Tuesday by Birmingham Transport Committee. The corporation do not take part in the national negotiations and pay a higher rate than the agreed scale. The increase will cost about £120,000 a year, but it is reported that further increases in fares are unlikely.

OFF TO NORTH AMERICA

ACCOMPANIED by the company's works manager, Mr. George Forrest, Mr. H. W. Heyman, managing director of Smith's Delivery Vehicles, Ltd., Gateshead on Tyne, will leave by air for North America next Wednesday. He will visit Smith's Canadian company in Toronto and attend the Dairy Industries Convention in Chicago.

Discretionary Inclusive Charges for Tours Challenged

SIX major coach operators appeared before the North Western Traffic Commissioners this week to defend their road service licences, which allow discretionary inclusive charges for named tours. Last year the Commissioners agreed to allow the companies to use their own discretion, but stipulated that express operators could have the position reviewed after one season.

On Tuesday, British Railways and five express operators—Yelloway Motor Services, Ltd.; W. C. Standerwick, Ltd.; Ribble Motor Services, Ltd.; Scout Motor Services, Ltd.; and the North-Western Road Car Co., Ltd.—asked for an end to the system.

The hearing was initiated by Yelloway, who wanted the Commissioners to amend the licences held by Batty-Holt Touring Services, Ltd.; Florence Motors, Ltd.; Happiway Tours (Manchester), Ltd.; W. Robinson and Sons (Gt. Harwood), Ltd.; Smith's Tours (Wigan), Ltd.; and Stanley Spencer Tours (Manchester), Ltd.

Always Objected

Mr. F. D. Walker, for Yelloway, said they had always objected to the introduction of discretionary inclusive charges which include lower minimum fares for fantail tours to the south of England than had existed prior to 1957. The journey fare in an inclusive charge should be realistic and calculated at a fair rate per mile.

Fantail fares should not be lower than express rates. The cost of local excursions from the destination should be taken into account, together with that of catchment area operations to a central point. The road fare should be the main source of profit and bear all operational costs.

If low minimum charges continued to be granted, tour concerns could become as big a menace to express operators as pseudo private party work was in the excursion field.

Incorrect Evidence Alleged

Mr. Walker claimed that evidence given by Smith's at the first of the applications in July last year was materially incorrect. Mr. F. Webster, then managing director, had assured the Commissioners of two things—the journey fares were up to date, and the road fares would not be cut. However, last January, Mr. Webster said that, because hoteliers were continually putting up prices, it was necessary to bring the road fares down in the early and late season. Many of them had remained unaltered since 1948.

No express operator had found it possible to reduce fares during this period, and fares from Lancashire to Torquay had been considerably increased. If the original excursion minima were restored they would be satisfied.

The chairman, Mr. F. Williamson, commented that the Commissioners did not want the public to pay more unless there was proof of damage to operators.

Mr. Walker pointed out that in 1948

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Batty-Holt's road fare for a tour to Bournemouth and the Isle of Wight, including a local excursion, was £3 15s. On the express route operated by Yelloway and Associated Motorways, the fare was £2 13s. 3d. However, since then the express fare had risen to £4 12s. 9d., whereas Batty-Holt's rate had not increased.

Yelloway's general manager, Mr. H. Allen, said that although fares had been increased since 1948, traffic had not been greatly affected. But the margin of profit per passenger had not been maintained, due to heavy increases in costs.

For Batty-Holt, Mr. H. Backhouse maintained that no case had been made out for interfering with the present system. Existing road fares worked out at about 1.25d. per mile more than express operators paid to hire coaches. In any case, the tour operators intended to work out their road fares on a mileage scale, but the process was not yet complete.

The Commissioners ruled that there was a case to answer, and ordered that the case should proceed.

MORE LEYLANDS FOR DURBAN

AN order for 25 underfloor-engined single-deck buses has been placed with Leyland Albion (Africa), Ltd., by Durban Corporation. The contract is stated to be worth more than £100,000.

The buses are Leyland Royal Tiger Worldmaster ERT2.1 models with two-pedal control. Coachwork will be supplied by Bus Bodies (South Africa), Ltd., a Leyland associated company.

READING T.R.T.A. GUESTS

AMONG the guests at a lunch meeting of the Reading area of the Traders' Road Transport Association on December 4 will be the city's chief constable and the chairman of the highways committee. They will hear Mr. W. A. Winson, chairman of the association's London traffic committee, talking about the "Kerb Space is Precious" campaign.

£250,000 ORDER FOR FORD

IT was announced on Tuesday that the Ford Motor Co., Ltd., had received orders from Turkey for trucks, industrial engines and spare parts valued at £250,000.

B.T.C. VISIT B.R.S.

MEMBERS of the British Transport Commission will today visit British Road Services installations in Sheffield as part of a three-day tour of the Leeds and Sheffield areas.

Scottish Hauliers Get New A Licence

A SCOTTISH haulage company operating 16 vehicles on special A licence and three on B licence were granted a new A licence on Tuesday after the British Transport Commission and three private hauliers had withdrawn their objections.

Taylor's Transport (Buckie), Ltd., had originally asked for two A-licence vehicles with a normal user of: "Goods within Scotland, with occasional runs to the north of England and the Midlands." During the hearing, however, they reduced the application to one vehicle.

Mr. W. Taylor, managing director, said that in the past three years there had been a substantial increase in turnover and he was experiencing difficulty in finding local sub-contractors. The bulk of the traffic was fish and agricultural foods, mainly in Scotland.

Four customers gave evidence, stating that Taylor's were unable to meet their requirements. All said they needed a fast service to various markets.

After an adjournment it was announced that the objectors had reached an agreement with the company, whereby the user would be restricted to the carriage of fish and fishing requisites to Aberdeen and north and west Scotland, together with agricultural produce and requisites in five Scottish counties and to Glasgow and Edinburgh.

The amended application was granted by Mr. Alex Robertson, Scottish Deputy Licensing Authority, sitting at Aberdeen.

The objectors were British Railways, British Road Services, A. N. Barrack and Son, Ltd., James McWilliams and A. McPherson.

BIG ORDER DELIVERY NEXT YEAR

DELIVERY of the 35 Scammell articulated refuse collectors to Wandsworth Borough Council, representing what is believed to be the largest order for cleansing vehicles ever placed (*The Commercial Motor*, October 17), is to start in January and be completed by June 1. The latter date is when the council end their agreement with their present contractors and undertake collection themselves.

A number of crews is being trained by the council, who are spending some £100,000 on the new fleet. The semi-trailers being built by Glover, Webb and Liversidge, Ltd., having capacities of 20-25 cu. yd., are unusually large for barrier-loaders and will have provision for salvage separation by the loaders.

Ebro-B. and E. twin-ram tipping gear will be fitted to the crank-framed chassis, and the bodies will have Lodek retracting wheel-arches.

TRAFFIC MANAGERS' CHAIRMAN

NEW chairman of the Co-operative Traffic Managers' Association (Southern Section) is Mr. T. G. Whitworth, of the Cambridge Society. Mr. W. Topping (Dartford) has been elected secretary.

The NEW

Firestone

SUPER MILEAGE LUG

**THE DUAL-PURPOSE
REAR-WHEEL
TRACTION TYRE with all
the features you're demanding**

POWER BITE TRACTION

Be it on main roads, by-roads, or no roads the Super Mileage Lug tyre's cross grooves, heavy shoulder lugs and circumferential ribbing will combine to give maximum bite and traction and long safe wear. The dual-purpose Super Mileage Lug helps reduce mechanical maintenance too. Many so-called dual-purpose tyres slip and spin causing undue strain on engines and transmissions. But with the POWER BITE TRACTION of the Super Mileage Lug, this profit-draining problem is practically eliminated.

MORE SKID DEPTH

Deeper non-skid pattern than in ordinary highway tyres gives thousands of miles of sure-footed highway hauling.

SUPER STRENGTH BODY

Super Gum-Dipped, Tension-Dried cords make a really strong, durable body which gives big dividends in tyre mileage and vehicle efficiency.

OUTPULLS AND OUTLASTS

any tyre of its kind. Specially designed for on-and-off-the-road service where a large part of the work is off-the-road and particularly severe.

EXPERIENCE COUNTS

44 Factories throughout the world.
Firestone total sales exceed £1,000,000 per day.





YORK sets a new standard for 3rd axle design for rigid vehicles

York, Britain's fastest growing Trailer Company, now applies its proven and popular tandem axle design principles to rigid vehicles . . . to double pay loads, but without the troubles of old style trailing axles.

York 3rd axle stops "hop"

Distributor beams replace springs and balance out brake torque between both axles. Axle "hop" is impossible - tyres stay glued to the road.

York 3rd axles are independent

Not just a single axle, York 3rd axle assembly consists of two separate stub axles, and so has the effect of independent suspension, giving better traction, easier riding.

York 3rd axle is adjustable for varying load distribution

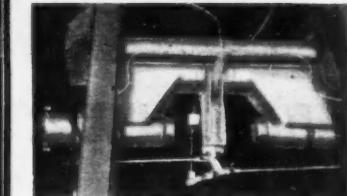
Normal weight distribution is 55% on driving axle, 45% on trailing axle. But if extra traction is required, a 60-40 distribution can be easily arranged by use of alternative rocker arm holes.

York 3rd axle has better brakes

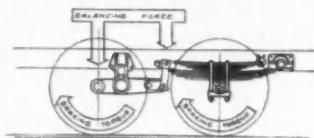
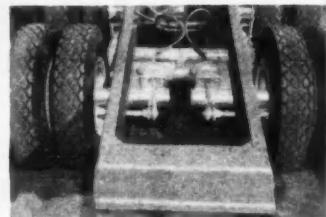
Brakes are integrated with existing systems, giving co-ordinated braking.

York 3rd axle offers standard or heavy duty models

York 3rd axles do not come in one model to cover all loads and all operating conditions, but in two types of assembly for medium or heavy capacities.



Shown above Hydraulic system integrated with existing brakes. Below - 2 line air pressure.



Brake torque is balanced - no axle "hop."

YORK

easiest rolling of them all

c4

TRAILER COMPANY LTD. Head Office and new factory • ST. MARKS RD.
CORBY • NORTHANTS. Tel : Corby 3561.

In association with York Transport Equipment Ltd., Toronto, and Truck Engineering Ltd., Woodstock, Ontario.

DISTRIBUTORS ARE GOOD PEOPLE TO DEAL WITH!

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Howard 1266.
Cornard Road, Sudbury, Suffolk.
Sudbury 2301.
Dumballs Road, Cardiff.
Cardiff 30641.

Oswald Tillotson Ltd.

Preston Street, Bradford, 7.
Bradford 22377.
Summit Works, Burnley, Lancs.
Burnley 2201.

Harry Dando

West End Garage, Sodbury, Nr. Bristol.
Chipping Sodbury 2277.

Millburn Motors Ltd.

51/73 Millburn Street, Glasgow, N.1.
Bell 0073.

Transport Repairers (Liverpool) Ltd.

Queen Street, Liverpool, 3.
Central 9421.

Kays (Derby) Ltd.

Ashbourne Road, Derby.
Derby 40681.

Price's (Earl Shilton) Ltd.

New Street, Earl Shilton, Leics.
Earl Shilton 3221.

K & B Motors (Newcastle) Ltd.

Benwell Lane, Newcastle-on-Tyne, 5.
Newcastle 34863.

Newark Road Garage Ltd.

Newark Road, Lincoln.
Lincoln 20216.

B & W Motors Ltd.

146 Newhampton Road West,
Wolverhampton.
Wolverhampton 51293.

Commercial Motors (Hull) Ltd.

Clarence Street, Hull.
Hull 20283.

Comberhill Wakefield Garages Ltd.

Ings Road, Wakefield.
Wakefield 6051.

T.G.B. Motors Ltd.

Primrose Works, Clitheroe.
Clitheroe 784.

Peterborough Engineering Co.

44 Eye Road, Newark, Peterborough.
Peterborough 6161.

S. McCormick (Belfast) Ltd.

Prince Regent Road, Castlereagh, Belfast.
Belfast 59257.

Beech's Garage (Hanley) Ltd.

Hope Street, Hanley, Staffs.
Stoke-on-Trent 25249.

Boshier of Norwich Ltd.

Chapelfield Road Garages, Norwich.
Norwich 24814.

WHO WANTS AN ANTI-FREEZE THAT LASTS THE WHOLE YEAR ROUND?

Your customers do! Cooling systems need protection against corrosion as well as frost. And Thylene's special corrosion inhibitors keep active the whole year round.

IN WINTER, Thylene repels all attacks by frost — even down to the extreme of 47° of frost.

The pure ethylene glycol base keeps the cooling system safe throughout the longest and hardest freeze-ups.

IN SUMMER, Thylene continues to guard the cooling system against corrosion—and the serious damage it can lead to. Thylene corrosion inhibitors are a unique combination which protects *all* cooling system metals from



one Autumn to the next.

Give your customers all-the-year-round protection with Thylene *double-life* Anti-Freeze. One fill will keep a cooling system safe right up to next October!

*Starting Soon
Thylene's
biggest ever
ad-campaign*

Bus rear—display aids—ads in National Dailies and the Motoring Press. Get your stock of Thylene now for early Autumn sales.



Now is the time to order **THYLENE**—the double-life **ANTI-FREEZE** made by National Benzole

Hauliers' Second Bid for Village Base

THE managing director of a Carlisle haulage company claimed at a Ministry of Housing inquiry, last week, that farm buildings he owned in the village of Scotby, near Carlisle, could be used as a repair shop and fuelling base without the amenities of the village being harmed. Mr. William MacGillivray, of Thistle Transport, Ltd., was appealing against the refusal of planning permission for the project by the Border Rural Council.

Mr. Philip Kershaw, for the company, said plans were first rejected in October, 1957. The Minister, giving his decision on an appeal, said the development would be completely out of touch with the quiet rural character of Scotby.

The scheme had now been modified, and Thistle Transport would give an undertaking that there would be no parking on the village green. Vehicles would travel only 200 yds. in the village before turning off into the farm, which was out of sight.

Opposing the idea, Mr. A. W. Dagleish, Cumberland's assistant county planning officer, declared that it would be the thin end of the wedge. Although it was proposed to make a new access, the scheme would be an undesirable intrusion into the present village scene.

Mr. D. M. Livingstone, for the local school managers and several residents, said they were concerned about vibration, noise and fumes.

After visiting the proposed site, the Ministry inspector closed the inquiry.

SAND DRIVERS' PAY UP

WAGE rates for C-licence drivers in the sand and ballast industry have been amended. Class 1 drivers of vehicles under 12 tons gross now receive 3s. 11½d. an hour, and for heavier vehicles the rate is 4s. 0½d. For class 2 drivers, the figures are 3s. 10½d. and 3s. 11½d.

40-HOUR-WEEK DISPUTE

AS the engineering employers have twice rejected the unions' claim for a 40-hour week during the past 12 months, the executive of the Confederation of Shipbuilding and Engineering Unions decided last week to refer the matter to the Industrial Disputes Tribunal.

Glass Research Should Streamline Bus Bodies

BY 1960, toughened glass will be used for combined wrap-round and wrap-over windscreens, which will mean coaches and buses being equipped with dome sections in one piece, with the glazing at the ends and sides.

This forecast was made last week by the Triplex Safety Glass Co., Ltd., when technicians gave the Press an insight into work being undertaken by the company at their Balsall (Warwicks) laboratory.

Since the laboratory opened last December, painstaking research has been done aimed at improving visibility

HIS RADIUS IS ONE MILE

TWO villagers from Shafston, near Barnsley, told the Yorkshire Deputy Licensing Authority, last week, that they needed a local carrier. It is doubtful, however, if they envisaged one as local as Mr. A. R. Archer will be, for he was granted a B licence with a radius of only one mile.

Mr. Archer had applied for a 10-mile radius to carry timber, hardware and furniture on a platform lorry. But he was opposed by two private hauliers based a few miles from the village, and by B.R.S. (Pickfords), Ltd., and British Railways.

through a shattered plate of toughened glass. The team has also been concerned with vehicles operating in arctic conditions, developing a built-in method of defrosting windscreens and glass panels.

Where shattered glass is concerned, the answer appears to lie in increasing the size of broken pieces, and already developments in heat treatment have produced results. However, it is hoped one day to bypass conventional heat treatment methods, and work to this end is now in progress.

To help them examine surface characteristics, the research workers use a microscope which magnifies up to 60,000 times, and they claim that this is the only one used for glass research.

"Freedom" Operator Fined Over Radius

A VEHICLE operator who was questioned about exceeding his radius threatened to write to the Prime Minister, the Leader of the Opposition, the Monopolies Commission, his local M.P., and several other people, it was stated at Rugby last week. He was Frederick George Rainbow, managing director of F. G. Rainbow, Ltd., Albert Street, Rugby, who denied allowing a B-licence furniture van to operate outside its 60-mile limit.

Mr. M. P. Pugh, for the West Midlands Licensing Authority, said a van had picked up furniture from Bury St. Edmunds, which was 24 miles outside the area. When Rainbow was interviewed he spoke at some length about the freedom of the individual, and demanded to know who the informant was. When this information was refused, he said he would give his reasons for the offence only in letters to Government personalities and departments.

Mr. Piers Ashworth, defending, claimed that there had been no attempt to cover up the journey in question. As a result of these restrictions, people like B.R.S. (Pickfords), Ltd., were forcing the small man out of business. Rainbow's offence was purely technical.

The company were fined £5, with £2 17s. 6d. costs.

R.A.C. WARN ABOUT SPEED LIMIT ON LIGHT VEHICLES

BECAUSE so many van and truck owners are asking for R.A.C. representation in speeding cases, the organization have issued a new statement concerning the speed limit laws in relation to light vehicles.

They point out that all goods vehicles weighing three tons or less are subject to a 30 m.p.h. restriction, whether they are empty or loaded. The only exceptions are passenger vehicles in that weight class which carry not more than seven passengers and a driver, and dual-purpose vehicles with a similar seating capacity which weigh under two tons and comply with certain conditions.

The R.A.C. have free leaflets available which explain the position in regard to dual-purpose vehicles.



Capacity of this E.R.F. - Taskers outfit, operated by Ushers Wiltshire Brewery, Ltd., is 2,700 gal. The prime mover has a 1,800-gal. two-compartment tank of stainless steel, and the trailer carries a 900-gal. tank, both containers of C.W.S. manufacture. They are insulated with Onazote and exterior sheathing is in Duralumin. The E.R.F. has a Gardner engine.

Tankers Earn £18,000 in Eight Months

THE tanker fleet operated by Yorkshire Transporters, Ltd., Batley, earned £18,000 in eight months, and in the same period £14,000-worth of work was given to sub-contractors, it was stated at Leeds last week. The company were applying to vary the conditions of a B-licence vehicle, so that it could carry creosote oil from Kilnhurst to London and from London to Mirfield for two customers.

Mr. R. Chappell, a director, said the business was fast becoming more of a clearing house than a haulage concern. They were not applying to take transport away from anyone, but merely wished to cut down the sub-contracting. At present their A-licence vehicles were fully employed, but the vehicle on B licence could be used more.

For British Railways, Mr. T. B. Atkinson suggested that existing facilities were adequate, and pointed to the fact that no witnesses had been called.

Mr. J. H. A. Randolph, Yorkshire Deputy Licensing Authority, adjourned the hearing for witnesses to be produced.

BULK FERTILIZER FOR FARMS IN SCOTLAND

FERTILIZER is now being delivered in bulk to farms by Scottish Agricultural Industries, Ltd. Four 2-ton steel bins containing concentrated granular fertilizer may be loaded on a platform lorry, and unloaded by being jacked on to tubular legs so that the vehicle is withdrawn from underneath them. Mechanical spreaders are then placed under traps in the bins for gravity loading.

One man can remove the bins in half an hour. The bin system is being introduced in Perthshire and in counties south of the Forth and Tay.

The new method allows up to 110 acres to be treated in a day at the rate of 3-4 cwt. per acre, compared with 50 acres a day by conventional methods.

COUNCIL TOLD: DO NOT BUY AN OILER

SHOULD a local authority invest in oil-engined refuse collectors, or do petrol-driven vehicles work out cheaper? This problem faced Liskeard (Cornwall) Health Committee, last week, when they discussed the purchase of a new refuse collector. They decided on a petrol vehicle after listening to Mr. George Mitchell, an agricultural merchant.

He declared that to buy an oiler was really uneconomical. He had bought one himself, but he did not recover the extra cost of the engine as against a petrol model until the vehicle had covered 45,000 miles, by which time it needed replacing.

PAID CHIEF FOR R.H.A.?

HEADQUARTERS of the Road Haulage Association are still awaiting replies from area committees on the question whether a full-time paid president should be appointed. Some of the areas so far have replied, but their views are at present unknown.

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NEW TRANSPORT COMPANIES

Mayer (Lichfield), Ltd., Cap. £2,500. Dirs.: M. A. Yates, 67 Fazetley Road, Tamworth, Staffs, and R. E. Greatbatch, 7 London Road, Lichfield, Staffs. Sec.: R. E. Greatbatch. Reg. office: 9 Cotehill, Tamworth.

Capital Travel Service, Ltd., Cap. £2,000. Dirs.: F. H. Newton, 13 Lasswade Grove, Edinburgh, 9, and G. Allan, Newton Loan Garage, Gorebridge. Sec.: J. W. S. Stewart. Reg. office: 147 West Regent Street, Glasgow, C.2.

Newmack Transport, Ltd., Cap. £1,000. Dirs.: F. H. Newton, 13 Meadoway, Sale, Cheshire, and W. S. Mackill, Kildare Road, Chorlton-cum-Hardy, Manchester. Sec.: F. H. Newton. Reg. office: 40 Kennedy Street, Manchester, 2.

Claussan Transport, Ltd., Cap. £100. Dirs.: M. Crawford and T. A. Crawford, 4 Gainford Road, Stockton-on-Tees. Sec.: W. H. Pounder. Reg. office: 89 Oxbridge Lane, Stockton-on-Tees.

J. Fearn and Co. (Contractors), Ltd., Cap. £1,050. Dirs.: J. Fearn, Mrs. L. Fearn, I. A. Bow and S. V. Fearn, Greenacres, South Wingfield, Derby. Sec.: L. Fearn. Reg. office: Greenacres, South Wingfield.

Tuer's Motors, Ltd., Cap. £30,000. Dirs.: F. W. Tuer, Bridge End, Morland, Westmorland; A. W. Tuer, Broadfold, Morland; S. A. Tuer and W. O. Tuer. Sec.: F. W. Tuer. Reg. office: The Garage, Morland.

Bowes Haulage (Filey), Ltd., Cap. £1,000. Dirs.: G. D. Preston and Mrs. V. L. Preston, 84 Muston Road, Filey, Yorks. Sec.: V. L. Preston. Reg. office: 84 Muston Road, Filey.

Musgrave and Watson (Overseas), Ltd., Cap. £100. Dirs.: C. C. M. Street, W. J. O. Musgrave, L. L. Watson, R. G. Bradley and N. V. H. Matterson.

C. S. Taylor and Son, Ltd., Cap. £10,000. Dirs.: C. S. Taylor and Mrs. E. J. Taylor, The Poplars, Mead End Road, Denmead, and S. G. Taylor, Sharon, Hambleton Road, Denmead. Sec.: A. Orridge. Reg. office: 37 St. James Street, Portsmouth.

D. T. and N. Keighley (Burnley), Ltd., Cap. £1,000. Dirs.: D. T. Keighley, Dermar, Lyndon Avenue, Great Harwood, Lancs, and N. Keighley, 14 Stoneygate Lane, Ribchester, Lancs. Sec.: D. T. Keighley. Reg. office: Refuge Assurance Buildings, 56 Ainsworth Street, Blackburn.

D. T. and N. Keighley (Dutton), Ltd., Cap. £1,000. Other particulars as for D. T. and N. Keighley (Burnley), Ltd.

D. T. and N. Keighley (Longridge), Ltd., Cap. £1,000. Other particulars as for D. T. and N. Keighley (Burnley), Ltd.

D. T. and N. Keighley (Whalley), Ltd., Cap. £1,000. Other particulars as for D. T. and N. Keighley (Burnley), Ltd.

B.M.C. Praise for "Heavy" Operator

THE average motorist tends to look upon heavy vehicles as encumbrances on the road, without stopping to think of the important work they perform for him. This was stated last week by Mr. D. Harrison, home sales director of the British Motor Corporation, when he opened a new Morris-Commercial depot for the City Motor Co. (Cardiff), Ltd.

"The irritations we have to suffer will, I think, gradually disappear by virtue of the road programme," he forecast. The only reason heavy vehicles seemed to delay other traffic was because of the country's poor roads system.

The new depot covers 23,000 sq. ft., with a large showroom, workshops, a lubrication bay, a paint shop and offices.

PROFIT AND LOSS

Guy Motors, Ltd., £186,839 group loss. No ordinary dividend.

Dennis Bros., Ltd., £66,736 profit. Tax absorbed £86,500. Year's dividends 10 per cent.

Barton Transport, Ltd., £49,059 net profit after £37,706 tax. Deferred dividend 12½ per cent.

J. Brockhouse and Co., Ltd., £341,557 net profit after £417,082 tax. Year's dividends 8½ per cent.

Rawlings Bros., Ltd., £32,667 group net profit after £28,199 tax. Year's dividend 15 per cent.

Joseph Lucas (Industries), Ltd., £2,241,956 net profit after £5,098,518 tax. Year's dividend 7½ per cent.

Toledo Woodhead Springs, Ltd., and subsidiaries, £46,374 net profit after £57,600 tax. Year's dividends 17½ per cent.

"Air-coach" Experiment Results Announced

RESULTS of an experimental helicopter service between Caen and Le Havre, introduced as an alternative to coaches, were announced on Tuesday. The service was operated from July 25 to August 31 by Les Courriers Normands and Compagnie Normande d'Autobus, two Normandy subsidiaries of the Société Générale de Transports Départementaux, of Paris. The object, as stated in *The Commercial Motor* on June 20, was to test public reaction rather than to compare costs with the existing coach service.

In the five weeks of the test, three return flights were made daily, with stops at Oisitrem, Cabourg, Deauville and Honfleur. The route distance was 42½ miles and about 100 passengers were carried daily in the Vertol 44 15-seat aircraft.

On scheduled and supplementary services, an average of 52.5 per cent. of the available seating capacity was taken up, increasing to 61.4 per cent. during the August holiday period. Including landing and take-off, the average speed of the service was 62½ m.p.h.

BIG LOSS FOR GUY

A SERIOUS setback was experienced by Guy Motors, Ltd., in the past financial year, mainly because their South African subsidiary incurred a loss of £125,942. The total group loss was £186,839.

The South African company lost money heavily on hire-purchase transactions with native bus operators. The parent company was adversely affected by the decline in the home demand for buses and the cancellation of an important Government contract. The directors believe that the company's new models will turn the tide.

FASTER COACH DELIVERY

A NEW agreement between Commer Cars, Ltd., Luton, and H. V. Burlingham, Ltd., Blackpool, is designed to speed deliveries of Avenger-Burlingham Seagull 41-seat coaches. To take advantage of the arrangements, operators should place their chassis orders direct with the Luton factory, at the same time ordering the bodywork direct from Burlingham.

Orders placed within the next few weeks will be met by the middle of January. Under the new agreement, favourable discount terms, retrospective annually, have been arranged.

OBITUARY

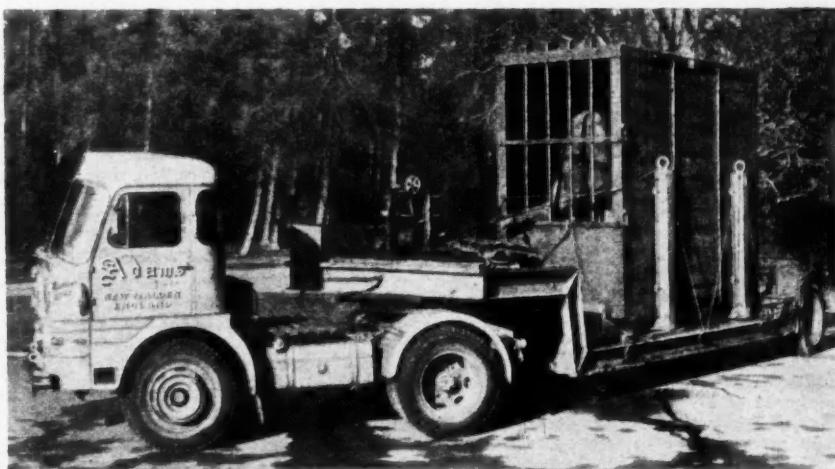
WE regret to record the deaths of Mr. RICHARD FINDLAY, MR. FREDERICK PEAKE and MR. JOHN H. HALL.

Mr. Findlay, aged 58, was area sales manager at Newcastle upon Tyne for the Avon India Rubber Co., Ltd.

Mr. Peake had been a director of the Potteries Motor Traction Co., Ltd., since 1944. He was 71.

Mr. Hall, a director of Hall Bros. (South Shields), Ltd., bus operators, was 51.

Although Graham Adams, Ltd., New Malden, Surrey, on behalf of Carlton Transport, Ltd., forwarding agents, provided a smart Seddon-Taskers low-loader to carry an elephant from Whipsnade Zoo to the Surrey Commercial Docks for a journey to Leningrad last week, the animal needed coaxing for two hours before it decided to walk up the loading ramp and enter the cage, which had previously been collected at the London Zoo. Two white leopards are to make an exchange visit to this country, but any display of keenness, as distinct from reluctance, at the time of their departure is unlikely to be reported.



Revocation Inquiry? News to Us, Northern Hauliers Complain

THREE hauliers who appeared before Mr. J. A. T. Hanlon, Northern Licensing Authority, last week, complained that a transport journal (not *The Commercial Motor*) had reported that they were expected to show why their licences should not be suspended or revoked. On their behalf, Mr. T. H. Campbell Wardlaw suggested that the position should be clarified as the operators had no knowledge of such a proposal.

He pointed out that all three cases were adjourned applications. T. T. Walker, Ltd., Newburn, wanted a B licence varied; F. Handcock and Sons, Ltd., Allendale, sought to take over a group of vehicles; and Mr. N. Elliott, Haltwhistle, was asking for a new A licence.

Mr. Hanlon replied that there appeared to have been some misunderstanding. He had no knowledge of a revocation inquiry, and no statement to that effect had been issued from his office. Proper notice would be given if matters of that kind were to be considered.

Licence Conviction

Mr. Wardlaw said that last year Walker's asked for another condition to be added to their B licence—"goods for the Central Electricity Generating Board within 35 miles of Newburn." Shortly afterwards they were convicted for contravening their licence conditions and intended taking the case to the High Court, but they dropped the matter.

In evidence, Mr. T. Walker said the conditions covering his fleet varied from licence to licence and vehicle to vehicle, resulting in difficulty and confusion. His work would be simplified if the application were granted.

Asked by Mr. Hanlon if his new customers, the C.E.G.B., had sent a witness, Mr. Walker replied that they were a nationalized industry so they could not support him. However, his tender had been accepted so he concluded that he was needed.

For British Railways, Mr. R. A. Webb submitted that, without witnesses, no case had been made out. Mr. Hanlon agreed and adjourned the hearing so that the local road and rail negotiating committee could try to assist Mr. Walker over the complicated conditions.

Handcock's were granted an A licence for four vehicles, previously operated under two A licences by F. Handcock and Sons. Mr. Elliott was allowed to surrender a 2-ton 19-cwt. special-A vehicle in favour of an A-licence lorry weighing 3½ tons.

LORRY PARKS WANTED

MORE parks for heavy vehicles are being sought in Bristol, following a message to the Planning and Works Committee from the city's chief constable, Mr. N. Frost. He told the committee that at present there was too much unauthorized parking, particularly in the vicinities of Cumberland Road and Redcliffe Hill.

Municipal Opportunities

Barrow Health Committee are to order an ambulance.

Ballymena Rural District Council are to buy a Land-Rover.

Chesterfield Cleansing Committee are to provide for the purchase of a lorry.

Nottingham Corporation are recommended to buy a refuse collector from R. Cripps and Co., Ltd.

Leeds City Council are recommended to acquire three Morris tippers from Appleyard of Leeds, Ltd.

Doncaster Highways Committee recommend that E. and G. Charlesworth, Ltd., supply three Thames 3-tonners and two 5-tonners.

Northants Fire Brigade Committee wish to acquire three water tenders from A. E. Smith and Son, Ltd., and a fire appliance from John Grose, Ltd.

London Fire Brigade Committee propose to purchase next year two fire appliances, two lorries, a photographic van and four breathing-apparatus vans.

Plymouth Transport Committee have changed their order for 15 Leyland-M.C.W. double-deckers to five double-deckers and 10 single-deckers for one-man operation.

Glasgow Police Committee seek to obtain three Morris J.2 vans and Morris L.C.F. vehicle from A. and D. Fraser, Ltd. The water committee wish to acquire two Austin Omnitrucks, three A35 vans and two Thames 10-12-cwt. vans.

R.H.A. are Returning to Bournemouth

NEXT year's conference of the Road Haulage Association will return to Bournemouth. It will be held from October 26-28—a fortnight later than usual.

Llandudno had been considered as a venue, but the event has grown so popular that there are few resorts capable of accommodating all the delegates and their guests at the banquet. It is thought that in future the conference will circulate between about three resorts.

Paris has been mooted as a venue for the event, but the proposal is unlikely to make headway, because few hauliers would probably be willing to make the journey.

A dinner will in future replace the annual luncheon of the R.H.A.—again because of the accommodation problem. It will be held next year on May 20 at Grosvenor House, London, W.I. The retiring national council will hold their last meeting that day and the new national council will meet the following morning.

Manchester City Council are to obtain three B-type tenders.

West Riding County Council are to obtain two guily-emptiers.

Southport Corporation are to obtain an S.D. refuse collector.

Thornaby on Tees Corporation are to acquire an S.D. guily-emptier.

Mansfield Corporation are advised to obtain an S.D. refuse collector.

Birkenhead Corporation are to obtain two Bedford personnel carriers.

Smalldburgh Rural District Council are to purchase a Karrier cesspool emptier.

Seaham Urban District Council are to buy a Karrier Gamecock refuse collector.

Blackburn Corporation are to purchase a Morris van from the Motor Vehicles Station.

Bradford Corporation are advised to acquire an Austin 2-ton van from Central Garage, Ltd.

Cowes Urban District Council are to buy a Thames 3-ton tipper from Messrs. P. S. Harwood.

Liverpool City Council are recommended to acquire a Commer 5-tonner from Messrs. George Maddocks and Son.

South Shields Corporation are to buy an S.D. refuse collector and another refuse collector from Minories Garages, Ltd.

Rochdale Corporation are advised to buy a Thames 15-cwt. van. The health committee are to buy a Dennis ambulance.

Minimum Continental Fare Laid Down

A RULING on the minimum charge for a Continental tour was made by the North Western Traffic Commissioners, last week. They ordered that two tours to be operated by Happiway Tours (Manchester), Ltd., should not be run at less than £50.

Happiway had asked for two of their existing 14-day Continental tours to be increased by a day, and for a 15-day tour of Italy to be changed to a tour of the Austrian Tyrol. They were opposed by Smith's Tours (Wigan), Ltd., who claimed that wasteful competition would ensue.

Mr. A. C. Bond, Happiway's general manager, said the company had a vehicle allowance of 17 which was increased to 22 at the height of the season. Manchester was the hub of their operations, just as Wigan was Smith's major concern, so there could be no great danger of traffic abstraction.

A booking agent, Mr. F. D. Hodgkinson, said Happiway's Continental tours were popular, and there had been considerable demand for 15-day tours.

Operators See the Other Man's View

A SERIES of objections and cross objections to proposals by three bus operators serving Leicester were smoothed out before their applications were heard by the East Midland Traffic Commissioners last week. The companies—Harry Cleaver (Leicester), Ltd.; Provincial Garage (Leicester), Ltd.; and A. A. Mason and Sons, Ltd.—wanted to provide excursions for people living on new estates, and sought extra picking-up points.

They objected to each other, and all three were opposed originally by Barton Transport, Ltd.; Trent Motor Traction Co., Ltd.; Birmingham and Midland Motor Omnibus Co., Ltd.; and British Railways.

Mr. A. C. G. Rothera, for the three applicants, said agreement had been reached after a general conference. Cleaver's were withdrawing their appli-

cation for a new licence to meet the B.M.M.O. objection, and instead they would seek the variation of an existing licence covering similar destinations. However, the objectors' services to Skegness, Hunstanton and Great Yarmouth would be protected.

The other two companies had withdrawn some applications, but still required permission for the additional picking-up points. Mr. Rothera explained that in years gone by local bus competitors had not been co-operative, so a large number of protective restrictions had been placed on their licences.

This had been a great inconvenience to the public. There were six new estates in the Scraptoft area of Leicester. All the applications were granted with the exception of Cleaver's request for a variation. This was adjourned for formal publication.

T.R.T.B. Appeal for Estate Services

LOCAL bus operators should be given preference when services are needed for new housing estates, it was submitted at a Ministry of Transport inquiry at Middlesbrough last week. The plea was made by the Tees-side Railless Traction Board, who appealed against a decision by the Northern Traffic Commissioners.

Their appeal concerned two new estates in North Yorkshire—Teesside and Redcar Road East. The Commissioners had refused the Board permission to introduce new services there, but had allowed United Automobile Services, Ltd., to divert one bus an hour on an existing route to serve the areas.

For the Board, Mr. E. C. Parr, Middlesbrough Town Clerk, said United had taken an interest only after seeing their proposals. As local operators, the

Board should have priority in looking after local traffic requirements. United were mainly long-distance operators.

The Clerk to Eston Urban District Council suggested that the Commissioners had shown "an alarming confusion of thought." They had accepted that there was a considerable growth of population, but decided that it did not justify a new service.

For United, Mr. J. L. R. Croft claimed that a new service by the Board would be wasteful. It was a false and pernicious argument to say that local operators should have preference—United might be long-distance operators, but these days they could not exist without short-distance traffic.

The inquiry was closed for a report to be submitted to the Minister.

P.T.A. Call for 35-ft. Buses Soon

A N INCREASE from 30 ft. to 35 ft. in the maximum legal overall length of coaches and buses was urged last week by Mr. T. Robert Williams, chairman of the Public Transport Association. He was speaking at the Association's annual dinner in London.

He thought it wrong that cars—the principal competitors of public-service vehicles—should be free from speed restrictions outside built-up areas, whereas buses and coaches were limited to 30 m.p.h. Vehicles owned by P.T.A. members were excellent and their drivers were highly skilled.

Mr. Williams laid responsibility for increased fares and the withdrawal of certain services at the door of fuel tax. He hoped that it would soon be adjusted.

Mr. G. R. H. Nugent, Joint Parliamentary Secretary to the Ministry of Transport, congratulated the members on maintaining as many as possible of their country services, losses on which had to be made good by urban services. Their real competitor was the car and in a decade or two there would be scarcely a family without one. Nevertheless, essential transport must not be impeded.

Previously, Viscount Monckton had referred to the value of the P.T.A., which included 142 operators with some 30,000 vehicles

THREE ADVANTAGES IN LIVERPOOL'S NEW BUSES

THREE prototype buses which have been ordered by Liverpool Corporation will have several distinct advantages, members of the Merseyside section of the Institute of Transport were told at their annual dinner last week.

Alfred H. Livermore, Lord Mayor, said the vehicles would ease the peak hour problem because of their greater seating capacity; they would reduce operating costs, because fewer vehicles would be needed; and traffic congestion would be eased with the withdrawal of surplus buses.

Sir Gilmour Jenkins, past president of the Institute, said a vast number of services were unremunerative, and the position had now taken on social as well as commercial aspects.

BUS STATION DISPUTE TO BE INVESTIGATED

THE dispute between Consett (Durham) Urban District Council and operators using the town's bus station is to be argued at a public inquiry. Mr. J. A. T. Hanlon, chairman of the Northern Traffic Commissioners, will preside at the hearing, which begins on December 4 and is expected to last two days.

The bus operators claim that the station is run extravagantly and they are protesting about proposals for an increased toll of 4½d. per vehicle, which would mean the council getting 1s. 4½d. for each departure (*The Commercial Motor*, October 17). The operators' offer to run the station themselves has been rejected.

The N.C.B. 1½-ton heavy-duty electric dairy truck, introduced by Smith's Delivery Vehicles, Ltd., has a range of 40 miles per charge and can climb hills up to 1 in 4. A fully floating rear axle is incorporated.

12-seaters to Serve Holiday Town Despite Police Plea

ALTHOUGH they were opposed by the police, two local authorities, and the Western National Omnibus Co., Ltd., two operators of small buses, were last week granted licences to run short express services in St. Ives. They were Stevens Tours and Blewitts, Ltd.

Mr. G. McMurtrie, for Stevens, said the two concerns wanted to run a service with 12-seater buses—actually smaller than taxis—between the bus park and the quay. They would carry pre-booked passengers with stops at two hotels.

In support, Mr. R. T. Cooper, of Worthington Motor Tours, Ltd., Birmingham, said his company ran four tours a week calling at St. Ives, but next year this number would be increased and they would carry 2,500 passengers there.

A two-hour stop was made in the town, but as a large number of the passengers were elderly they found the steep hill between the quay and the bus park too much for them. As a result, most people travelled back to the coaches by taxi, whilst a large number stayed in the coach all the time.

Opposing the application, Mr. K. G. Julian, Assistant Chief Constable of Cornwall, said the summer traffic problem was so bad at St. Ives that, although some people might be shocked to hear it, a ban on traffic in the harbour area would have to be considered some day. Cornwall County Council and St. Ives Borough Council also claimed that congestion would increase.

Granting the application, Mr. S. W. Nelson, chairman of the Western Traffic Commissioners, remarked that 12-seaters ought to be "the answer to the maiden's prayer."

Micrograms . . .

Census Report Coming: The Ministry of Transport's report on the census of road goods transport carried out last April is expected to be published early next year.

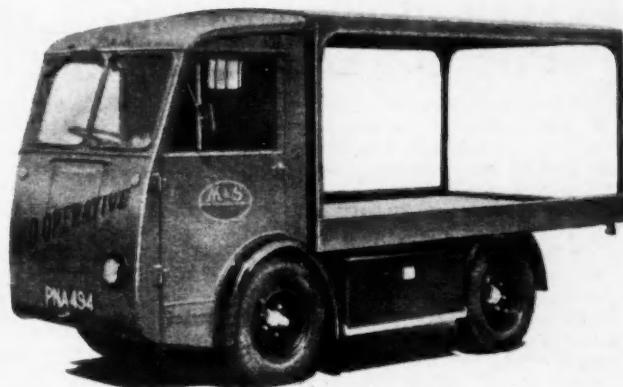
Villiers' Diamond Jubilee: To mark their 60th anniversary, the Villiers Engineering Co., Ltd., Wolverhampton, will hold an exhibition of their equipment in London from January 7-9.

New Exhibition: Transport and communications will occupy a major part of a new exhibition to be staged at Olympia next October—the International Scientific Research Exhibition.

£100,000 Bus Plan: Detailed plans for a new bus station to cost more than £100,000 have been drafted by Ilkeston (Derbyshire) Trades Council and are being submitted for approval to the corporation.

New Dock Road: London County Council are starting work on a £112,000 new road between Garford Street, at the north end of Ferry Road, and West India Dock Road. It will improve facilities to and from Millwall Docks and the Isle of Dogs area.

Keeping Up With Traffic: "New construction and improvements in the present road programme are designed to cater for traffic increases for many years to come," Mr. Harold Watkinson, Minister of Transport, said last week. The rate of growth of vehicles in Great Britain was estimated at about 8 per cent. per year.



Fully Floating Axle for Electric Truck

A FEATURE of the new 1½-ton N.C.B. heavy-duty dairy truck introduced by Smith's Delivery Vehicles, Ltd., is its fully floating rear axle. The unit is designed to stand up to hundreds of daily stops and starts for periods of 20 years and more.

The truck is driven by a B.T.H. Series 1 traction motor the low-speed torque of which enables hills of 1 in 4 to be tackled with confidence. The B.T.H. parallel-series control equipment reduces battery consumption and, using oversize battery equipment, a range of more than 40 miles per charge can be provided.

The payload of 56 milk crates (140 gal.) is accommodated in two layers on the loading deck, thus avoiding the inconvenience of stacking three crates high. Valances are omitted on the standard heavy-duty body, but rubber wings and rear buffers are retained.

The 1½-ton N.C.B. truck is believed to be the first electric vehicle of this capacity to use a fully floating axle.

More Power for the Albion Victor

IN its latest form the VT15 range of Albion Victor passenger chassis is powered by a 5.5-litre 4-cylinder direct-injection engine developing 90 b.h.p. at 2,200 r.p.m. The maximum torque is 252 lb./ft. at 1,250 r.p.m. The VT17 series is supplied with Leyland O.350 oil engines, developing 94 b.h.p. at 2,000 r.p.m.

The new models, which have a maximum gross vehicle weight of 8½ tons, are offered with wheelbases of 15 ft. 6 in. and 17 ft. 3 in., and are 7 ft. 5½ in. wide.

Modifications to the range include the provision of hydraulically operated single dry-plate clutches, new heavy-duty 5-speed constant-mesh gearboxes (with overdrive, if required), and front springs of 54 in. length and 3 in. width.

Another significant departure from previous practice is the adoption of a double reduction rear axle with spiral-bevel and epicyclic gearing. The latest hydraulic brakes have Hydrovac vacuum assistance and the friction area has been increased to 494 sq. in.

SCOTTISH BUS IDEA FAILS

ASUGGESTION that small Scottish towns should be allowed by law to operate their own bus services has been rejected by the Scottish Convention of Royal Burghs on the ground that no need for such a move is apparent. The idea was put forward by Leven, Fife, who asked that the Convention should invite the Government to investigate the proposal. They stressed that it was not intended to compete with existing services.

The Convention have replied that they will be prepared to reconsider their decision if any evidence of need is produced.

MORE RAILWAY BORROWING

"I SHALL be putting my proposals before the House in due course," Mr. Harold Watkinson, Minister of Transport, told Mr. Ernest Davies, who had asked what plans the Minister had to amend the Transport (Railway Finances) Act, to allow the British Transport Commission to borrow more than £250m. to cover deficits incurred until 1962.

£325 Challenge—A 6-cwt. Load at 36 m.p.h. and 85 m.p.g.

WITH the acceptance of motor-scooter combinations as a commercial proposition for light delivery work, the manufacturers of these machines have been edging more confidently into the light van market for some time. But at the Earls Court Cycle and Motorcycle Show, which closes tomorrow, they really show their teeth.

Although several exhibitors are content to display machines with the accepted type of box sidecar, at least three others are showing fully developed three-wheeled versions of practical lightweight motorcycles on their stands. And with cheapness, manoeuvrability and economical operation to the fore, these vehicles offer a strong challenge to light van manufacturers.

Most elaborate is the 150 FD-C shown by Lambretta Concessionaires, Ltd. (Stand 72). Powered by a 148 c.c. two-stroke engine unit-mounted with a three-speed gearbox, this chassis has a rated carrying capacity of 6 cwt. The front end of the vehicle is basically similar to the Lambretta scooter, but the tubular frame is widened to accommodate a two-seater cab, and is extended rearwards to carry the spiral-bevel axle which incorporates a differential.

A maximum speed of 36 m.p.h. is achieved, and the claimed fuel consumption is 85 m.p.g. Fitted with a van body, with a roller shutter at the rear, the vehicle costs approximately £325.

Swedish Three-wheeler

Using a configuration which has been favoured previously by British commercial three-wheeler manufacturers, the Crescent 2-cwt. chassis exhibited by R. and C. Autocars, Ltd. (Stand 73A) is produced in Sweden by Nymanbolagen A.B. It is powered by a Sachs fan-cooled two-stroke engine of 50 or 100 c.c. capacity according to the customers' requirements. The single unsprung rear wheel is driven through a three-speed gearbox by a chain in either case.

The front axle is suspended on hollow rubber double-cone-type springs, and braking on this axle is effected by a pedal—on the rear wheel a handlebar-mounted lever is used. The chassis is designed to accommodate a range of quickly detachable bodies, including a 220-cu.-ft. container and an all-metal galvanized truck body. Basic price of the chassis is £170.

With a single wheel situated at the front of the vehicle and the load carried behind the driver, the Cimatti three-wheeler has a reverse layout to the Crescent. It is exhibited by Cimatti Imports, Ltd., and is manufactured in Italy (Stand 65).

The rear axle, which incorporates a differential, is chain-driven from the three-speed engine-gearbox unit. Fan cooling is employed for the 50 c.c. two-stroke engine. Truck or van bodywork may be fitted and the payload capacity of the

vehicle is stated to be 2 cwt.

Notably cheap transport is provided by a scooter-sidecar combination exhibited by Dunkley Products, Ltd. (Stand 76). Known as the Do-It-All, the combination is made up of a robust tubular-framed Dunkley scooter and a Canterbury box sidecar.

The scooter has a 65 c.c. o.h.v. engine producing 2.6 b.h.p. at 5,200 r.p.m. and a two-speed gearbox. The outfit, which can carry 2 cwt., costs about £125 complete.



(Above) Derived from the successful Lambretta scooter, the FD three-wheeled chassis has a 148c.c. two-stroke engine and a three-speed gearbox. This version has cradles attached to the frame to carry 40-gal. oil drums for door-to-door paraffin delivery. (Left) The alternative van body for the Lambretta has a roller shutter at the rear. The turning circle is only 7 ft. 6 in. The vehicle is capable of carrying a payload of 6 cwt. at up to 36 m.p.h.



Lack of Liaison on Works Services

THE lack of liaison between a factory's personnel staff and local transport operators was described as "extraordinary" by Mr. F. Williamson, chairman of the North Western Traffic Commissioners, at Manchester last week.

Roberts Coaches, Ltd., Crewe, were applying to run two express works services to Charmond Food Products, Ltd., Holmes Chapel, from Ash Bank and Delamere Street, Crewe.

Mr. H. Backhouse, for Roberts, said most of the employees were married women with homes and families to look after, so timing was important. At present they used Crosville Motor Services, Ltd., to get to Crewe station and then they caught a train to Holmes Chapel. From the station they had to walk half a mile to the factory, which meant most of them leaving home at 6 a.m. As a result, the factory was faced with labour drifting away.

Mr. N. E. Green, Roberts' manager, said in evidence that he proposed to run the services at 2s. 6d. return. There were no through express services to Holmes Chapel from Crewe.

Charmond's personnel manager, Mr. E. Bateman, pointed out that with the handling of perishable fruit all the work had to be finished in one day. Thus, there was a danger that workers might miss the return train and have a long wait for the next one. A through service would

prevent this. At present some women were away from home 13 hours a day.

Crosville's divisional manager at Crewe, Mr. I. Green, said that if representations had been made to the company there would have been duplication and, if necessary, times would have been amended. To this, Mr. Backhouse observed that if the present situation were anything to go by it was no wonder Crosville ran 60 per cent. of their services at a loss.

Mr. R. C. Oswald, for Crosville, said the main reason for their objection was that they could not afford to lose any passengers by abstraction. It was a recognized fact that unremunerative services had to be run in the public interest.

Mr. Backhouse replied: "This journey is absolutely disgraceful and reminiscent of the Middle Ages, when people did better with coaches and horses."

All Crosville had to lose was a small profit, he declared. The only reason this state of affairs had arisen was because the area was on the borders of the Crosville and North Western Roadcar Co., Ltd. boundaries.

Mr. Williamson said he appreciated the difficulties suffered by the women, but he had to think of the public at large. The first route would be refused, although part of the second would be granted. He would announce which part in due course.

B.R.S. Introduce Radio Control in Isle of Wight

RADIO control of collection and delivery vehicles in the Isle of Wight was inaugurated last week by British Road Services. Combined with the B.R.S. national teleprinter network, two-way radio provides almost a direct link between the consignor and the delivery driver.

The value of these joint facilities was soon shown last week when a consignor of gas cylinders discovered that he had sent the wrong kind—with possibly embarrassing consequences—to a customer in the island. The load was already on the delivery van, but the driver was intercepted by two-way radio and the cylinders were returned to the depot.

A transmitter with a range of 25 miles has been set up at St. Catherine's Point,

behalf of national customers. Stock records are kept and orders are delivered to customers' requirements. Special-type vehicles are also operated for the haulage of machinery, boats, timber and so on.

But it is on collection and delivery work that two-way radio finds its strongest application. Mr. Irons hopes that a good deal of dead mileage will be saved.

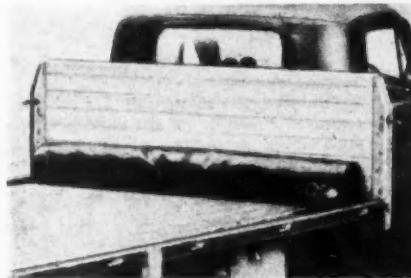
Apart from this direct economy, the ability to contact drivers with instructions to collect late orders is important. It is also possible to pass to drivers messages from customers who require goods to be delivered urgently. Salvage of disabled vehicles in remote parts of the island is

also facilitated, as was demonstrated within a few hours of the radio service being inaugurated.

The true value of the facility will not, however, be apparent until next year's peak holiday season. It will then be particularly useful in enabling drivers who require assistance with exceptionally heavy deliveries, to call for aid.

Another aim in introducing the service was to enable queries raised by customers to be settled on the spot after reference by radio to the traffic office. Disputes over the condition of goods and C.O.D. consignments are cases in point. Apart from these direct day-to-day benefits, Mr. Irons sets great store by the prestige value of radio control.

He hopes that some cattle trucks will later be equipped. This will be useful in dealing with the two-way traffic in livestock between the island and the markets in the hinterland of Southampton.



Folding Tanks for Britain

(Left) The Portolite tank occupies little space when empty and rolled up, freeing the rest of the platform for ordinary loads. (Below) Capacity of the container is 750-800 gal. When filled it may be strapped down on the platform or placed within the walls of a sided lorry.

the highest feature in the island. It is in direct line communication with the master station at Newport, where the traffic office is situated. Apart from some "dead" spots only a few yards in extent—on the sea-front at Ventnor, for instance, which is screened by Boniface Down—reception is good throughout the island.

Six vans—Austin and Bedford 3-4-tonners and 5-6-tonners—have so far been equipped with Pye P.T.C.116 Reporter sets, mounted on the dash, and provided with hand microphones and loudspeakers. They are engaged principally on smalls traffic and serve the main towns.

The Isle of Wight unit of B.R.S. is a branch of Southampton district, of which the manager is Mr. W. J. Irons. The main bases of the branch are at Newport and Cowes, but small numbers of vehicles—including the radio-equipped vans—are stationed at Shanklin, Sandown, Ventnor, Ryde, Freshwater and Yarmouth.

Some 60 B.R.S. vehicles are based on the island, of which about half are engaged on collection and delivery. B.R.S. are the railway cartage operators and during the season they handle a great deal of holidaymakers' luggage.

Traffic to and from the Isle of Wight is widely varied and includes fruit, frozen foods, meat, general goods, cattle food (a large item, as the island is mainly agricultural), dried milk and livestock. Consignments range from a few pounds to several hundred tons.

Large quantities of goods are stored on

Surge can be reduced by ensuring that little or no air is allowed to enter the tank during filling. Portolite tanks are also stated to be suitable for storage on sites, where they can be placed on unmade ground. When rolled up for storage, they can be kept without any special packaging precautions.

The tanks can be made with filling and emptying connections to meet customers' requirements, the corner of the container



As reported in *The Commercial Motor* last week, collapsible tanks for bulk liquid transport have been introduced in Britain by Marston Excelsior, Ltd., Wolverhampton. Known as Portolite tanks, they have a capacity of 750-800 gal. and cost about £150. They can be made to suit standard-sized vehicles or to individual requirements in strong woven coated fabrics in black or white finish.

When filled, a tank may be strapped on to the platform of a vehicle or placed within the walls of a vehicle with sides, which should, however, be strong enough to withstand the loads imposed by the tank. Greater capacity is attainable when tanks are carried on sided vehicles provided that the containers are of the right proportions.

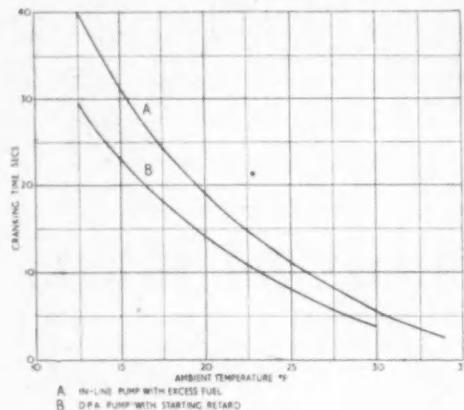
being the most suitable place for an orifice. Before filling, the tank should be fully rolled to expel air. When valves and pipelines have been connected, the container should be completely rolled out and filling can then proceed until the tank reaches a given height. The reverse procedure is followed for emptying.

The methods of cleaning depend upon the contents of the tank. Steam and detergents may safely be used whilst in some instances a special fitting may help to dispose of steam and condensate. Fabric employed for the tanks accords with loads to be carried, and it is stated to be possible to offer the containers for liquids including water, alkaline solutions, dilute acids, chemical salt solutions, mineral and vegetable oils and petrol.

IT is over two years since the first production oil engine to be offered in Great Britain with the C.A.V. DPA distributor-type fuel-injection pump as standard equipment was announced. This was the current Standard 2.26-litre oil engine, which is offered by the Rootes Group in their Commer and Karrier light commercial vehicles.

Since that time the basic four-cylinder version of that pump has been adopted by the Rover Co., Ltd., and F. Perkins, Ltd. Perkins have also

(Right) The space saved by the C.A.V. DPA distributor-pump is shown in this comparative diagram of the rotary pump outlined against an orthodox in-line pump of similar capacity.



employed the six-cylinder version on their C.305 semi-horizontal unit, which is used in the new Commer medium-duty forward-control oil-engined vehicles.

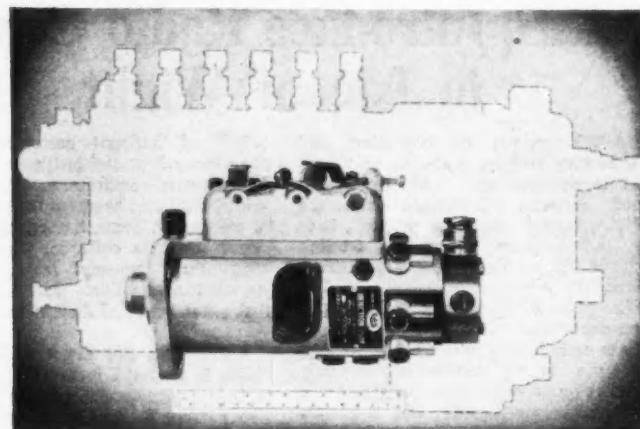
In the past two years, and, indeed, in the three years preceding the original announcement of the pump, much development work has been carried out on this somewhat revolutionary item of fuel-injection equipment. As a result, C.A.V., Ltd., said this week that they felt able to make public their hopes and findings.

These stem from the original need of oil-engine manufacturers for a cheap but reliable form of fuel-injection pump which could be applied to engines of under 3-litre capacity on a production basis. Before the introduction of the relatively inexpensive distributor-type pump, manufacturers were handicapped by the high cost of the conventional in-line pump, which would tend to offset the fuel-economy advantages of small oil engines when compared with comparative sizes of petrol engine.

This led C.A.V., Ltd., in 1953, to consider the distributor-pump design at that time under development by the Hartford Machine Screw Co. of America, which operated under entirely new principles. It offered the advantages of simplicity and low cost; the possibility of high operating speeds without mechanical complication; the ability to incorporate timing variations necessary to successful operation over a wide engine-speed range automatically at little extra cost; and simplified pump-driving arrangements.

Agreement was therefore concluded by C.A.V. for the production of this pump.

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Distributor Pumps Allow Higher Speeds

(Left) A comparison of the starting performance with DPA and in-line pumps on a four-cylinder direct-injection oil engine without starting aid.

which was to be known as the DPA type. The pump was put into large-scale production in 1956, by which time more than 100 had been operated experimentally in a wide variety of agricultural and automotive fields.

The four-cylinder DPA distributor pump was fully and exclusively described in the October 5, 1956, issue of *The Commercial Motor* and its basic function has remained unchanged since that time, the principal variation being that recently

six- and eight-cylinder versions have been developed.

The six-cylinder version has already appeared in public on the Perkins C.305 unit, whilst derivations of this and the eight-cylinder pump are at present in the experimental stage.

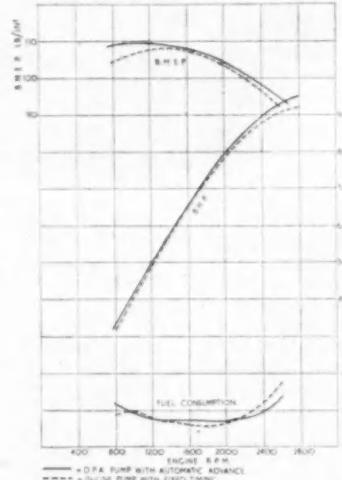
Prime advantage of DPA pumps is their relatively low manufacturing cost, but, because of the absence of delicate valves and springs, which results in this low cost, they are also suitable for operation at higher speeds than are practicable with conventional in-line-plunger jerk-type pumps.

C.A.V. engineers envisage speeds of at least 5,000 r.p.m. for oil engines of under 3-litre capacity and 3,000 r.p.m. for engines as big as those of 11-litre capacity or greater.

Advantages Already Realized

Many of these theoretical advantages have already been realized, and their full effect should be felt by manufacturers within the next year or two. Existing benefits of the distributor-type pump are its lower cost—which should mean lower engine costs and will ensure lower replacement costs; more positive fuel control; less maintenance, and in particular the absence of the need for phasing and calibrating; and the difficulty placed in the way of drivers abusing excess-fuel delivery devices with the object of improving power output on hills.

Other advantages of the distributor-type fuel-injection pump are that it cannot inject if rotated backwards, thereby eliminating the need for a ratchet drive, and the fact that the rotating parts of the pump operate in filtered oil, so that no additional lubrication is required. These benefits, with the absence of the need for phasing and calibrating, mean that pump life is long, and pumps have run for over 135,000 miles without needing attention. The automatic injection-timing feature gives improved cold starting and low-speed torque.



The performance of a 5-litre direct-injection oil engine with DPA and in-line pumps is shown by this graph. The gain in torque output at each end of the speed range is noteworthy.

Bird's Eye View**By The Hawk**

"Our Man"

WHENEVER I make a trip to the West Country I am impressed by the affection with which operators regard Mr. S. W. Nelson, the Western Licensing Authority. "Our man's all right," they say with a smile and a nod that are far more eloquent than the words.

The reasons are his humanity and his dislike of red tape. He encourages negotiation to the full and will not list a case for public hearing if it can be granted in chambers. I gather he is taking a more indulgent view than other Licensing Authorities of the substitution of open A licences for expiring special A licences, and everyone—even the railways—appears to be happy.

But he cannot be tried too far, as recent experience shows. Several operators have been admonished for their conduct, but the matter has been left there. "Our man" is not soft, but he is supremely just.

Satisfied Customer

"THANK you for today's issue," a transport manager said to me last Friday. I obviously looked surprised (kicks being more common than ha'pence), so he explained: "For years I have been trying to persuade our company secretary that in making loss-of-use claims, it is not necessary to prove that a substitute vehicle has been hired. He wouldn't listen to me. But in today's issue your legal adviser supplies the evidence to prove I am right. You have done me a good turn—what will you have?"

I hope our legal adviser enjoyed the pint I had on his behalf.

All Change!

THE recent high rate of turnover among the technical staff of the Yorkshire Traffic Area is an unfortunate coincidence. Mr. J. A. Wilkinson, who was based at Bradford for many years, has been obliged to retire because of ill health after 27½ years' service in the area.

Strangely enough, Mr. C. Stamps, senior vehicle examiner, is also retiring shortly on completing 27½ years. He was the first vehicle examiner to be appointed in Yorkshire in 1931. Mr. S. G. Harris, certifying officer, who came to the area early in 1951, is also departing. He, however, is taking up a similar appointment in the Eastern Area at Cambridge.

All three recently received presentations and a hearty send-off by their colleagues.

The Right Touch

ASSOCIATION functions in the provinces tend to run to long toast lists—toasting everything under the sun—and endless speeches. Not so with the Western Area of the Traders' Road Transport Association. Their annual dinner-dance at Bristol last Friday was a model of its kind. Speeches were limited to three and were completed on the stroke of 9.15 p.m., as the programme promised.

Replying for the guests, Mr. S. C. Bond, the national president, resisted the temptation to make a serious "political" speech and the whole affair had a pleasing light touch appropriate to a night out in mixed company.

Col. Jerrett Recovering

I AM pleased to learn that Col. A. Jerrett, managing director of Guy Motors, Ltd., is improving in health after a long illness, although he is not yet well enough to return to business. His absence from the T.R.T.A. dinner-dance at Bristol, which he has attended for so many years, was the subject of regretful comment by many guests. One or two of them suggested to me that he might be retiring at the end of the year.

Proud of Profit

WHAT a pleasure it was, at the Institute of Transport's anniversary luncheon last week, to listen to a railwayman without a chip on his shoulder. Mr. N. R. Crump, president of the Canadian Pacific Railway Co., extolled the virtues of private enterprise and the profit motive—and Mr. Herbert Morrison, a former Minister of Transport and one of the architects of nationalized transport in Britain, had to listen to him.



Maj.-Gen. G. N. Russell, chairman of British Road Services and president of the Institute, was seated between Mr. Crump and another champion of private enterprise, Mr. Harold Watkinson, the present Minister. On Mr. Watkinson's left was Mr. Peter G. Masefield, who abandoned nationalized air transport for free-enterprise aircraft manufacture. On Mr. Masefield's left was Mr. John Boyd-Carpenter, Mr. Watkinson's predecessor in office.

Mr. A. T. Lennox-Boyd, who preceded Mr. Boyd-Carpenter, made a foursome of Ministers of Transport, past and present.

A Pioneer Retires

THE man who made possible regular road haulage services from Britain to the Continent has retired—but not before he has seen the realization of at least some of his plans. He is Lt.-Col. Frank Bustard, founder and a director of the Atlantic Steam Navigation Co., Ltd., and of Frank Bustard and Sons, Ltd.

Beginning immediately after the war with converted L.S.T.s, he founded the Transport Ferry Service from Tilbury to the Continent and the Preston-Larne ferry. He has the satisfaction of having introduced the two most up-to-date ferry ships in the world—m.v. "Bardic Ferry" and m.v. "Ionic Ferry"—and of having opened up new spheres of activity for trade and industry.

In the News

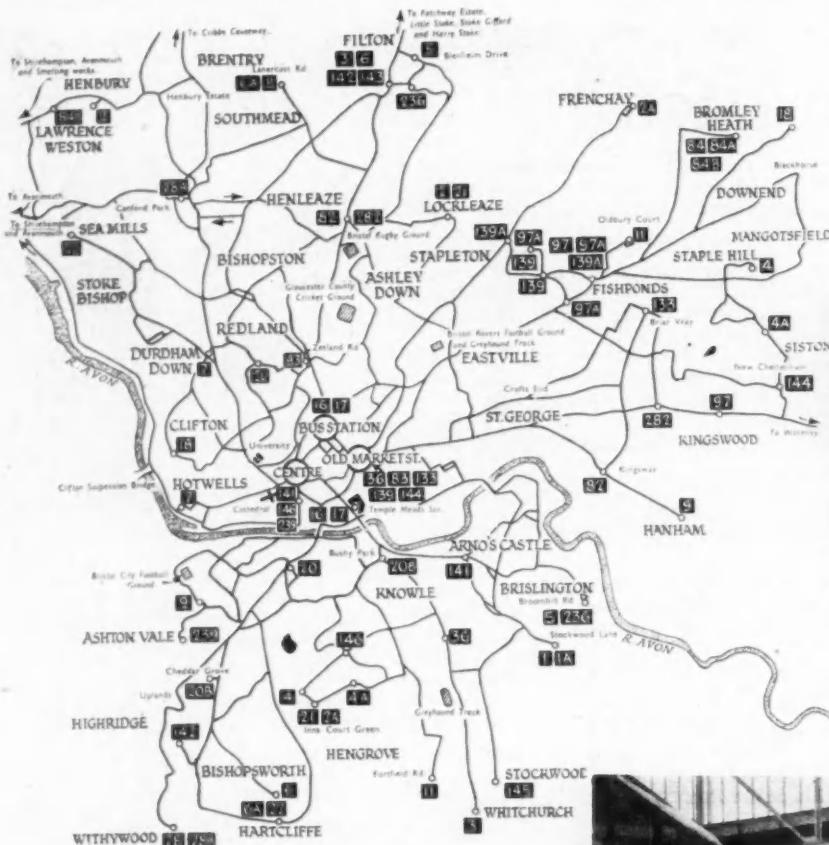
A REPORT on Press publicity submitted yesterday to the public relations committee of the Road Haulage Association was prefaced by a quotation from the leading article in *The Commercial Motor* of October 24. The article commented on the good relations existing between the R.H.A. and the Press and the wide coverage given to the Association's conference at Torquay.

When the leader was written, the exact amount of space devoted to the conference by the Press was unknown, but, apart from the reports appearing in the transport journals, it has now been computed at 970 column-inches. Members certainly have no cause to complain that the R.H.A. and free-enterprise road haulage pass unnoticed.

Left Flat

AS a fascinating sidelight on the workings of the Parliamentary system, I commend a small contretemps in the House of Commons last week. Mr. Rupert Speir, Conservative member for Hexham, rose at 10.11 p.m. to inaugurate an adjournment debate on transport in rural areas. Before he could utter a word, Mr. George Wigg, from the Opposition benches, objected that the subject scheduled for discussion was violence in Cyprus.

For the next 37 minutes the only topic not under review was transport in rural areas. And when the unfortunate Mr. Speir was about to launch belatedly into his address, the House packed up and went home.



Time of Transition for Bristol

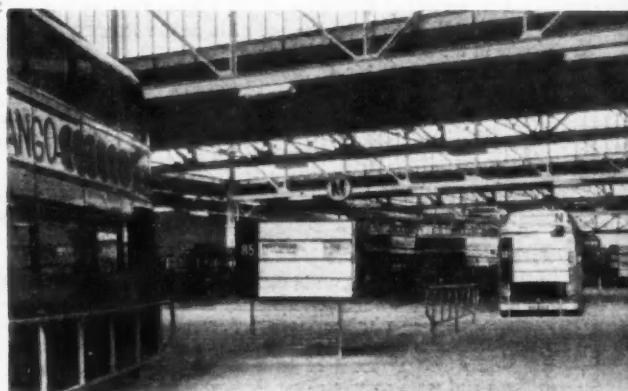
IN the history of the Bristol Omnibus Co., Ltd., the past two or three years will rank as a period of transition during which far-reaching changes have been made both in the administrative machinery and in the organization of services. A new divisional system has been brought into being, enabling control over the day-to-day traffic and engineering work to be largely decentralized. Long-standing operating practices have been modified, new dispositions of vehicles have been made, and a system of compulsory and request bus stops has been inaugurated. This year, coincident with the opening of a new bus station, city services in Bristol have been drastically reorganized in what is claimed to be the largest single scheme of its kind ever implemented in the British bus industry.

One of the largest of the British Transport Commission's provincial bus undertakings, the Bristol company, at present own a fleet of about 1,300 vehicles. Their operating territory covers an area of approximately 2,000 square miles, largely in the counties of Gloucestershire, Somerset and Wiltshire, but extending also into Herefordshire, Worcestershire, Oxfordshire and Berkshire. The total route mileage is now nearly 6,000, of which Bristol city services account for just over 600.

The company embody the Bath Tramways Motor Co., Ltd., Bath Electric Tramways, Ltd., and the Cheltenham and District Traction Co. City services in Bristol form a separate entity, jointly owned by the company and Bristol Corporation and operated by the company under the aegis of the Bristol Joint Transport Committee, a body on which the company and corporation have equal representation.

A generally similar arrangement applies to city service operation in Gloucester, and these associations between municipal authority and company bus undertaking have

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(Above) The company's new bus station in Whitton Street, one of the slums of the old city by the river. Children who may borrow a plan of the station. A depot is to the right.

Big Reorganization of Bristol's Bus Services

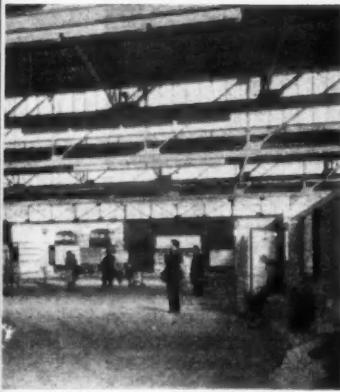
Facilities for Cross-city Traffic Congestion Action Passeng...

(Extreme left) The reorganized Bristol city services of the Bristol Omnibus Co., Ltd., give direct cross-city facilities to the largest possible number of passengers. (Left) The Centre, where this picture was taken, is no longer a bus terminus, but is a stopping point on suburb-to-suburb services, such as No. 3 from Filton to Whitchurch. The bus is a Bristol. (Right) A Bristol single-decker on the service to Cirencester and a double-decker on the short route from the Downs to Hotwells, seen at Horse Fair.

By
F. G. Clark,
A.M.Inst.T.



of Transition Bristol



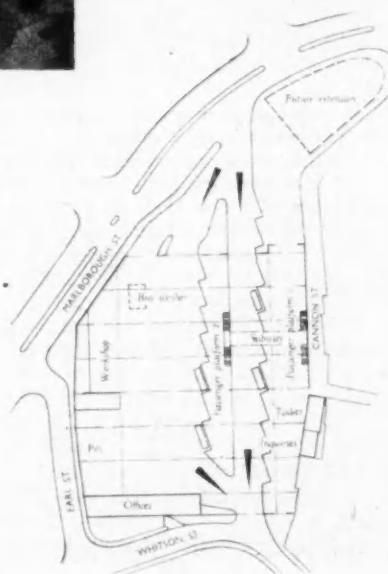
Mr. Ian Patey, who became general manager of Bristol Omnibus Co., Ltd., in 1957.

Above) Station in the city by the right.

The company's fine new bus station in Whitson Street, on the fringe of the city by the right. Mothers and children who come into the city may borrow push-chairs at a depot which appears on a plan of which appears on the right.

Big Reorganization Scheme of Bristol Omnibus Co., Ltd., Facilitates Traffic Flow : Cross-city Services Reduce Congestion : energetic

organization Scheme of Bristol Omnibus Co., Ltd., facilitates Traffic Flow : Cross-city Services Reduce Congestion : energetic



been mutually beneficial. City service operation in Bristol, as in all other cities, is bedevilled by peak traffic problems, and overtime working is necessary to cover about 50 per cent. of current peak-hour running.

Since he moved to Bristol from Crosville Motor Services, Ltd., in 1957, Mr. Ian Patey, the company's general manager, has been the driving force behind the new developments. His principal officers are Mr. C. R. Buckley, traffic manager, and Mr. E. G. Hardy, chief engineer. The assistant traffic manager is Mr. G. I. Davis, and Mr. W. W. Williams is responsible for traffic operation of all services in Bristol.

Mr. Williams is, in fact, Bristol divisional traffic superintendent, a title which has reference to the first of the changes mentioned above, the introduction of a divisional structure. Formerly, the company's unit of local control was the area, and there was much communication between area supervisors and the Bristol head office on the multiplicity of daily problems inseparable from bus operation. Areas were centred on Bath, Weston-super-Mare (with sub-depots at Wells and Highbridge), Gloucester, Stroud, Cheltenham and Swindon.

Organized in Divisions

Under the divisional reorganization, Bristol and its environs have been constituted as a separate division, and the remainder of the operating area has been built up into northern and southern divisions, the divisional traffic superintendents being Mr. K. J. Holder and Mr. F. E. Dark, respectively. Northern division, based at Gloucester, takes in all the services in and radiating from Gloucester, Cheltenham, Stroud, Wotton-under-Edge, Cirencester and Swindon. The southern division, based at Bath, includes all the services of the two Bath companies, as well as services originating in Weston, Wells, Highbridge and Devizes.

The creation of these much larger administrative units has led to improved co-ordination of control and increased flexibility in traffic operation. A substantial measure of autonomy has been granted to the divisional traffic superintendents, and reference to head office is now mainly restricted to questions involving administration and policy.

Another innovation with important administrative consequences was the decision to standardize on Setright ticket machines. This resulted in the closing of the former centralized ticket office in Bristol, to which all depots and branches rendered daily returns for "pricing-up" and

reconciliation. Daily traffic accounting is now done by clerical staff stationed at the depots, and returns are sent direct to the head office accounts department.

Far and away the most important change which has taken place in recent years, however, is the reorganization of Bristol city services, which came into force in September of this year. The object of the scheme has been to provide direct cross-city facilities for the greatest possible number of bus passengers.

In the Bristol central area, the great majority of city and country service buses had turned round at one of three main terminal points, the Centre, Old Market Street and Prince Street. This followed a pattern first imposed in the old tramcar period. The advantages of cross-city services were fully appreciated and the Bristol police had made it known that they were not in favour of the parking of buses on streets in the central areas during layovers. The implementation of the company's plans for through services had, however, to await the building of the new central shopping area at Broadmead, designed to replace the area destroyed in the blitz.

Once the great new department stores and multiple shops were opened for business, the focus of shopping traffic made the expected shift to Broadmead, and the time was ripe to push ahead with the new Whitson Street bus station situated on the fringe of the shopping area.

The Haymarket roundabout : The Bristol single-decker in the foreground is bound for Radstock and the Lodekka behind it is for Bath. The company's area extends to Oxford, Malvern, Weston-super-Mare and Salisbury.



When the station was ready, all country service terminals were concentrated there. Bus stops thus vacated at the Centre became available for the through-city services, which had previously terminated at Prince Street or Old Market, but now take in the Centre on their suburban routes.

Direct from Suburbs to Centre

The guiding principle of the company's planning team has been to provide each of the suburbs with a direct service to the central shopping area and, as far as possible, with direct services to the other central areas of the city. Only in a few instances could this object be achieved by straightforward linking of existing services. Route diversions and extensions have been made, and in some instances the working of three or four different services has had to be integrated in order to maintain over a common sector of route a frequency previously given by one service.

The new service network was created in the light of passengers' requests over the years and of prolonged traffic studies, but, as the operations department would agree, a certain amount of intelligent guesswork had to be used. During the tricky initial period when a wholly new pattern of traffic movement was being established there have been some complaints, but on the whole public reaction has been favourable.

There has been no alteration in the basis of fares charging, and as Bristol fares are drawn up on a tapering scale, many passengers who are now able to travel long distances direct to their destination pay less in fares than previously. The company hope to recoup this lost revenue

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by attracting fresh longer-distance traffic through the more convenient facilities now offered.

Linking of routes has had a levelling-out effect on the delays caused at Bath Bridge and Bedminster Bridge, the two most notorious traffic bottlenecks in the city. In the past, traffic jams at these bridges have affected only those bus services operating between the city centre and the suburbs to the south of the river. Now that the main routes traverse the city from one side to the other, drivers held up at the bridges have a greater opportunity of getting back on schedule and the unavoidable hardship to waiting passengers is evened out.

Country Services Simplified

Country services running into Bristol are operated by the most direct route to the bus station instead of having, as before, to follow main-road routes to the central terminals. The bus station is a fine example of modern design with an ingenious "saw-tooth" layout of loading platforms which

makes good use of the available space. Many passengers have expressed appreciation of the excellent facilities provided, among which may be mentioned the free loan of push-chairs to passengers coming into the city accompanied by young children.

Both at Whitson Street and at the new Bath bus station the company have evidence that this is encouraging mothers of young children to undertake bus expeditions which they might otherwise forgo. Now that there is a central dispatch point, the company have been able to introduce a comprehensive bus parcels service, and this is already in considerable demand.

The Whitson Street premises include a new bus depot at which virtually all Bristol-based country service buses are now garaged. This arrangement will be of great value during the summer season, when station inspectors will know exactly what spare vehicles and crews are available to cope with the heavy holiday traffic on such routes as those to Weston and Clevedon.

This new bus depot has relieved the pressure on accommodation at other Bristol depots, and in consequence it has been possible to redistribute some of the city service buses to the outlying depots, so eliminating a substantial amount of dead mileage hitherto incurred in running in off-service to central depots. In this and, indeed, in all aspects of the Bristol reorganization, the bus crews' union representatives were taken into consultation; staff co-operation has been good.

Although no major changes have been made in the

engineering maintenance procedures followed by the company, the divisional structure also applies to this side of the undertaking. The three divisional engineers under Mr. Hardy and Mr. R. G. Sell, Bristol, Mr. J. M. Finney, South, and Mr. E. Cross, North.

Not surprisingly, the fleet is almost entirely of Bristol manufacture. Apart from 50 Leyland PD.1 double-deckers, a small mixed bag of A.E.C., Albion and Guy single-deckers, all the buses and coaches are Bristol and almost all have E.C.W. bodywork. Power units in the fleet include Bristol AVW, Gardner 5LW, 6LW and HLW, and A.E.C. 7.7-litre types. The fleet at present comprises 436 single-deck vehicles and 876 double-deckers, the Bristol Joint Services strength being approximately 500 vehicles.

Some 120 Lodekkas, the Bristol-designed low-bridge, double-deck type, are in operation. Since the introduction of the prototype in 1949 the Lodekka, with its conventional seating layout and level floor, has been welcomed by the travelling public, and its adaptability has been an asset to

traffic departments. The final mark of acceptance on a new type of bus must, however, be placed by the maintenance engineer, and it was interesting to learn that the Lodekka, now fully proven in service, presents no maintenance problems. It is significant that all the new double-deckers to be acquired by the Bristol company during the next two years will be Lodekkas.

Bristol's maintenance procedure is based on what are known as docks, which take the form of a thorough inspection and check carried out at depots and areas on a time basis, the interval being three to four weeks. Routine tasks, such as oil changes, injector and filter changes, are phased in with docks in accordance with the task sheet for the individual vehicle. Docks continue until the stage of light overhaul at about 80,000 miles, when the engine is inspected and adjusted as necessary; this operation is also a depot or area responsibility. For complete overhauls, which take place at about 175,000 miles, all vehicles are sent to the central repair works at Lawrence Hill, Bristol.

Cost Deters Dustless Refuse Systems

THE country which had the best conditions in Europe for dustless refuse collection, Britain, had probably made the least progress towards the adoption of such systems. There was little disagreement about the desirability of emptying bins with no dust dissemination, but the large capital outlay involved in buying suitable vehicles and bins deterred serious consideration of dustless methods.

This was stated last Friday by Mr. N. G. Wilson, Edinburgh cleansing manager, when he addressed the Public Works and Municipal Services Congress at a session held under the auspices of the Institute of Public Cleansing. He was speaking about modern trends in public-cleansing practice overseas.

Dustless collection had been practised on the Continent for more than 50 years. In Sweden, as in many other countries, the proportion of paper in refuse was increasing and comprised half the weight of bin contents. Frequently the weight of the bin was greater than that of the contents, and the use of paper, plastics and textile sacks was being tried.

The tendency towards all-electric homes and smokeless zones in Britain and abroad altered the composition of domestic refuse. In April this year, the average amount of weekly refuse collected from an old-type tenement was 21 lb. occupying 1.34 cu. ft., whilst the amount from an all-electric flat was 2.65 cu. ft. and 15.44 lb.

No Cinders

Surprisingly, the composition of the two amounts of refuse varied although the occupants were in the same income group. A percentage of 34.38 of the refuse of the older property was represented by dust, whereas the figure for the modern flat was 1.97. On the other hand, 41.65 per cent. of the flat's refuse was of putrescible matter and 38.3 per cent. paper, whilst the respective percentages for the tenement were 4.03 and 11.63. There were no cinders from the modern flat, but such material formed 32.19 per cent. of the tenement's refuse.

Change in the character of refuse must affect the collection service. Increased putrescible content might necessitate twice-weekly service. This was facilitated when householders themselves put their bins out on the kerb for collection, but a survey showed that when a twice-weekly service was offered, 80 per cent. of the householders put out their bins for the first collection but only 60 per cent. for the second. This unbalanced amounts collected each time and affected the time taken.

In Amsterdam, kerbside collection was combined with dustless loading and an ordinary day's work for a driver and mate was six vehicle-loads from up to 1,700 houses. About 4,000 houses were allocated to each vehicle for twice-weekly collection. In The Hague even better results were obtained, and three or four loaders served by a relay of vehicles emptied up to 4,000 bins a day. Each loader emptied 5,000 bins a week.

Radio Control

Mr. Wilson thought that two-way radio had great potential value in public cleansing, particularly for snow clearance. He had been impressed by suction-type street cleaners in the U.S.A. Trailer-mounted fans provided an inlet velocity of 9,000 lineal ft. at 2,800 r.p.m., and leaves, glass and bricks could be picked up. Mechanization of street cleansing was farther advanced in America than anywhere else. In Cleveland, Ohio, 40 mechanical and only 60 manual sweepers were employed.

High density of vehicular traffic tended to retard mechanization because of the inability of sweeping machines to clean the kerbs where cars were parked. Some American cities imposed parking bans to facilitate sweeping, whilst others swept at night. Many people, however, kept their cars in the street at night because of the lack of garages, and in Baltimore, Maryland, mechanical sweeping had been discontinued entirely. It was considered desirable in America to develop an extension for a suction cleaner that could

reach under parked cars, where dirt would otherwise lay for several months.

The all-bass fibre brush was 20 per cent. cheaper to use in one American city than a hickory and calabar bass brush, but in New York a synthetic fibre composed of a plastics mixed with neoprene and nylon fibre was being tried. Rynal synthetic filament had not yet been tested in Britain, but, said Mr. Wilson, a prominent British sweeper manufacturer was negotiating for a complete set of brushes. If the synthetic fibre provided anything like the life claimed, 2,000 miles per set, and price and results compared with the natural product, there would be a stimulus to the greater use of mechanical sweepers in this country.

More Cumbersome

The speaker was pleased to see British guillotine-emptiers in use abroad, particularly in the U.S.A. The typical American emptier worked on a different principle from the vacuum systems employed in this country, and the equipment was more cumbersome than ours. In some countries the tendency was towards the use of heavier and more robust cleansing vehicles than was usual in Britain.

In the U.S.A. and parts of Canada, household refuse grinders were gaining favour, although in some towns with over-loaded sewage systems they were prohibited. Mr. Wilson considered that where sewage systems permitted, the only reason for not having household grinders in the future would be the cost involved.

There appeared to be little diminution in enthusiasm for incineration in the U.S.A. In Washington, kitchen waste was collected by pig-feeders, some of them from 90 miles away, and in consequence the refuse which the municipality collected contained only 3 per cent. unsalvageable rubbish and had a density of about 2½ cwt. per cu. yd.

A privately owned incinerator had been built in Chicago with a capacity of 500 tons per 24 hours. It cost \$2m. and the revenue from recovery of scrap was expected to provide \$68,000 a year.

New Equipment

Pre-cast Garage

A PRE-CAST concrete garage designed specially for commercial vehicles has been added to the range of portable buildings manufactured by Durrant's Concrete Co., Ltd., Demmings Works, Brookfield Road, Cheadle, Cheshire.

The walls are constructed from interlocking concrete panels and posts, whilst the flat, bituminous-filled concrete roof, insulated inside with wood-wool panels, is supported by R.S.J. framework.

Maximum height of the structure is 12 ft. Any number of bays may be specified. The makers claim speedy erection and a saving in initial and maintenance costs over a conventional brick-built garage.

Starting Oilers

SOLD in Aerosol 12-oz. tins, Aerostart is a volatile fluid which may be used to start oil engines in cold weather. It is applied by spraying into the air intake or inlet manifold while the engine is being cranked. Each tin is stated to contain sufficient fluid for about 100 starts for a 2-litre engine at a few degrees of frost, or about 16 starts for a 12-litre engine at minus 25°.

The distributors, Patentools, Ltd., Mitre House, Western Road, Brighton, state that tins may be stored for long periods and that the fluid is non-corrosive, also containing upper-cylinder lubricant. The cost is 16s. 6d. per tin.

Regular use throughout the year irrespective of the weather is claimed to extend battery life.

Cold Treatment

METAL parts may now be treated cold by the Bonderite system of the Pyrene Co., Ltd., Great West Road, Brentford, Middx. The finish is stated to be equal to that resulting from conventional methods whilst substantial economies in fuel and water are obtained. Plant maintenance is reduced and chemical costs are in many instances lower. The system also includes the use of cold alkali cleaners.

Better Cream

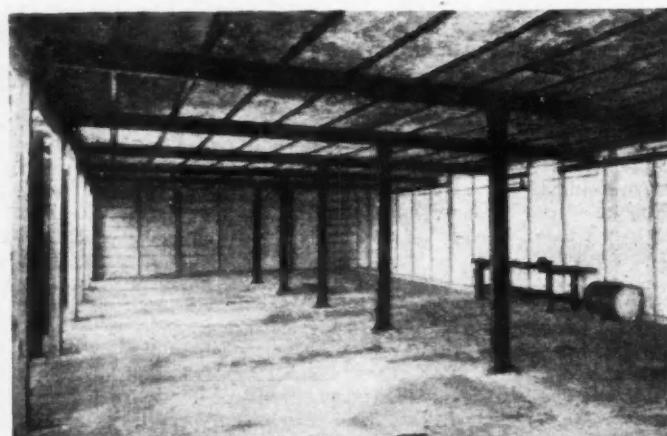
A MATERIAL called polyvinylpyrrolidone is being marketed by the British Oxygen Co., Ltd., Bridgewater House, Cleveland Row, London, S.W.1, for adding to barrier-cream preparations. It is stated that if it is added to a cream in the proportion of 0.5-1.5 per cent., protective qualities are enhanced, a softening action persists and dirt removal is more effective.

X-ray Truck

MODIFICATIONS have been made to the three-wheeled Universal truck made by G. Hunter (London), Ltd., 80 Fenchurch Street, London, E.C.3, so that it may carry all types of industrial X-ray equipment. The X-ray

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The Durrant's building provides a roof height of 12 ft. Walls are formed of interlocking panels. The roof is insulated with timber.



head can be raised to required height and slewed through a full circle in any plane.

Stabilizing jacks of the truck permit fine height adjustment of the head. The company say that the appliance lends itself to the inspection of high-pressure boilers and the structures of large aircraft.

Bright Lights

SUITABLE for caravans and mobile shops, a range of fluorescent-light fittings produced by Valradio, Ltd., Browns Lane, Feltham, Middx., gives high light output at low current consumption.

The units are 200-250-v. A.C. models supplied with a D.C.-A.C. converter to enable them to be powered from the normal 12-v. or 24-v. battery. The type 15T, which is recommended for vehicle application, has two 1-ft. 6-in.-long 15-w. fluorescent tubes and costs £6 9s. A 12-v. converter for this fitting is priced at £6 10s.

American Jacks

WITH the lifting of dollar import restrictions, the full range of Duff Norton jacks for garage and various industrial applications is now available from the Consolidated Pneumatic Pull Co., Ltd., 232 Dawes Road, London, S.W.6. These American tools work either on the ratchet, screw or hydraulic principle.

Ratchet types are suitable for loads of up to 20 tons. Screw jacks may be used for loads of up to 100 tons, and for quick action without physical effort an air motor can be used to operate the screw. Capacities of hydraulic jacks range from 3-100 tons.

Crane Agency

THE British-Swedish Chamber of Commerce in Sweden, Hovslagar-gatan 5B, Stockholm, C, Sweden, acting on behalf of Nordiska Vacuum-Aktiebolaget, Kungsatan 29, Stockholm, C, seek agents in Britain for the Nor-Vac hydraulic floor crane.

This is an appliance of which about 1,000 have been sold in Sweden, and a number has been exported to some 20 countries. It has a capacity of 1 ton and

a maximum height of lift of 8 ft. 1½ in., the lift speed being 1½ in. for each stroke of the pump.

It costs £96 f.o.b. excluding packing. Agents will be expected to buy on their own accounts and would obtain discounts of 20-25 per cent. British Customs duty amounts to 17 per cent. c.i.f.

Door Named

THE plastics garage door of the up-and-over type described in *The Commercial Motor* dated June 6 has been named the Pema by the makers, Coburn Engineers, Ltd., who have formed Peasmarsh Reinforced Plastics, Ltd., Peasmarsh, Guildford, Surrey, to manufacture and market this product. The new company are also performing experimental work in reinforced plastics for themselves and outside companies.

Ion Exchange

FOLLOWING the introduction of the Senior Top-it-Up distilled-water plant, De-ionisation (Elga), Ltd., Railway Place, London, S.W.19, have produced a smaller model known as the Junior.

The apparatus is connected to a mains water supply and the water passes through a column of ion-exchange resins, the distilled product issuing from an outlet at normal tap speed. The chemical agent is contained in a replaceable cartridge, the life of which varies according to the mains supply, purifying from 15-150 gal. of water depending on the area in which it is used. The new model costs £25 and the replacement cartridges 15s. each.

Storage Pans

ONE-PIECE pressings of 24-g. steel, general-purpose pans produced by the Welconstruct Co., Ltd., Martineau Street, Birmingham, 2, measure 6 in. by 4 in. and are 2 in. deep. They are well-finished with turned edges, and are stove-enamelled green although other colours may be supplied on request.

Useful for the storage of small parts or components, they cost 2s. each if purchased in lots of 50, the price reducing to 1s. 7d. each if 1,000 are ordered, with varying rates for intermediate numbers. They can also be supplied unpainted at 3d. less each.

Ferodo Harness Science and Stopping Power

A REMARKABLE combination of research facilities will go into action at Ferodo, Ltd., Chapel-en-le-Frith, following the formal opening of the company's research laboratories by the Duke of Edinburgh this morning.

The new establishment, which cost Ferodo, Ltd., £750,000 to construct, now houses under one roof all the facilities of the research division. Situated close by the main production plant, the premises are built in the form of a slightly splayed letter E, with its "wings" at the rear, and may be regarded as consisting of four segments.

In the front centre is the administrative section, together with conference rooms, library and drawing office. The entire northern wing is occupied by the experimental production laboratory and that on the south by the test house, test garage and workshops.

The central wing provides for the needs of the physical and chemical laboratories. The frontage, which constitutes the base of the "E," faces the main road from Chapel-en-le-Frith to Glossop.

Materials Research

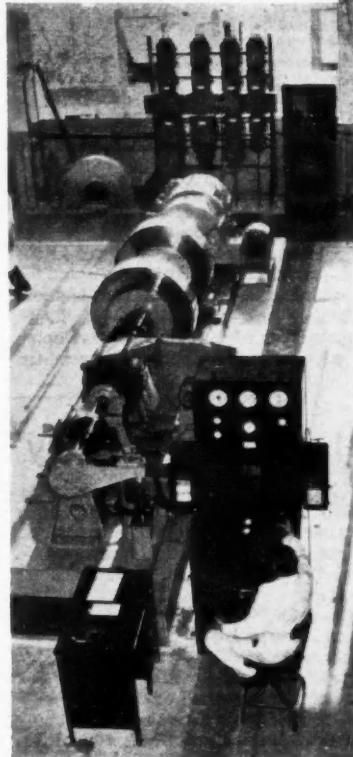
The activities of the research division fall into four main sections, the first of which is fundamental research into friction and raw materials. The others comprise the development and improvement of brake facings, the testing of friction materials on special machines as well as on road vehicles, and the evolution of efficient and economic methods of friction-material production.

In one section of the organization teams of scientists are engaged in the study of braking problems arising from a variety of different conditions. Other groups are studying the properties of raw materials, such as asbestos, or are engaged in an endeavour to unravel the problem of what friction really is. Much development work is devoted to sintered metals and cerametallics which are being called into increasing use for monster earthmoving equipment.

When a new facing is to be originated, a specification of the requirements must be drawn up, taking into consideration such factors as the friction level, mating surfaces, the braking system and the speeds and temperatures involved. A number of samples will be produced, in some there being a variation in the proportion of raw materials and in others a variation in the processing. Frictional and other physical tests are then undertaken to reveal the weaknesses and advantages of each specimen.

After an experimental facing has been produced, lengthy trials will take place in the Ferodo testhouse, which has machines that closely simulate the requirements of buses, lorries and cars in the matter of facing performance. After having stood up successfully to the severe conditions imposed by the test-

(Right) An operative adjusts the facings on a Daimler bus brake during test in the Ferodo research department. (Below) A large inertia machine with automatic controls for the development of facings for heavy vehicles.



New £750,000 Research Facilities to be Opened Today by the Duke of Edinburgh

house trials, a facing will be run for great mileages on a unit of the Ferodo road-test fleet.

The vehicles employed represent all forms of private and commercial use, and each makes a daily circuit in the Peak district, or on the neighbouring Cheshire plain, every route being designed to reproduce typical operating conditions. The fully loaded heavy vehicles travel 100 miles a day throughout the week.

In addition to constant personal observation by the test drivers, the facings are subjected to numerous carefully calculated tests. All the vehicles are fitted with instruments which make them in effect mobile laboratories. Some record



braking pressures and others the decelerations during the brake tests; electrical devices register facing temperatures and the number and duration of the applications.

As facing wear on road passenger vehicles is basically different from that encountered in other spheres, a special unit is employed for the examination of such problems. A special single-deck body has been built on a double-decker chassis and this machine can be weighted in such a way as to reproduce the effect of a full double-deck passenger load.

There are trap doors in the floor to facilitate the inspection of the brakes and braking system, and to permit the fitting of thermo-couples. Embedded in the facings under test, the thermo-couples are connected with a bank of thermo-couple meters conveniently placed for reading by an observer in the passenger compartment.

Among the other instruments fitted are pendulum and U-tube decelerometers, an air-line pressure gauge and an electronic device, called the ghost conductor, for controlling the cycle of halts.

Timed Stopping

When on a "town run" test, the ghost conductor signals the driver to stop. When this has been done, and time allowed for the supposed passengers to board or alight, the bell is sounded again and the vehicle continues on its way.

The buzzer will sound again $\frac{1}{2}$ min. or $\frac{3}{4}$ min. later and the sequence will continue. The device records the number of times the brakes have been applied, the period for which they have been applied, and the total stopping time.

After a new product has been passed out as satisfactory in every respect, the laboratory techniques have to be translated into production processes. In the experimental production laboratory already mentioned more than 100 machines are employed, including standard equipment and prototypes. Here methods are evolved for producing the new material under factory conditions and in as economical and efficient a manner as possible.

Hydrostatic Drive Gives Advantages to Works Vehicles

INTERESTING transmission contrasts were provided by three vehicles equipped with hydrostatic transmission at the Public Works Exhibition at Olympia last week.

Shown in prototype form, the Bagnall-Burns BB90 crawler tractor exhibited by W. G. Bagnall, Ltd., Stafford, was fitted with two Lucas I.P. 3,000 variable output swash-plate pumps from which the drive is transmitted to two B.B. wheel motors of the seven-cylindered radial type.

The pumps are driven by a Meadows 4DC 420 oil engine developing 90 b.h.p. at the power unit's rated speed of 2,000 r.p.m.

Maximum hydraulic pressure is 3,000 p.s.i. and the motors transmit a maximum combined torque of 10,500 lb.-ft. The rated draw-bar pull of the tractor is 15,000 lb.

Outstanding advantages of the transmission include the elimination of clutch, gearbox, reverse gear and transmission shafts, positive independent control of the speed of both tracks, and stepless variation of the tractor speed up to 7 m.p.h. in either direction.

It is claimed by the makers that an overall average efficiency of 80 per cent. is afforded by the transmission. This is compared with an average efficiency of mechanical crawler transmissions of 75 per cent. and a torque converter transmission efficiency of 70 per cent.

A Road-Marshall RD series 2 roller has been converted by the makers, Marshall, Sons and Co., Gainsborough, to operate on a Dowty hydrostatic system, in which both the pump and the motor are of the 12-cylindered axial piston type. The angle of the pump swash plate can be altered to give infinitely variable drive in both directions over the complete speed range.

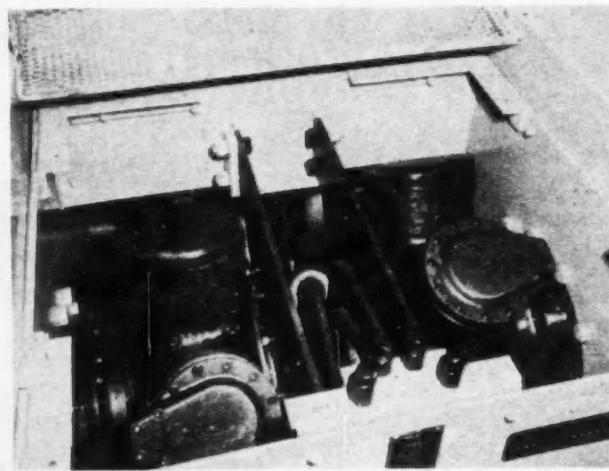
The units take the place of the clutch and gearbox and their use obviates the need for a braking system apart from a parking brake. The vehicle is driven by an oil engine developing 35 b.h.p.

A representative of *The Commercial Motor*, who drove the roller, reports that its simplicity and range of ratio control would provide obvious advantages in the case of a road vehicle, given an acceptable efficiency and favourable cost and weight factors.

Tests of the roller have not been sufficiently prolonged to obtain accurate fuel-consumption figures, but the results indicate that there is no loss of efficiency.

A favourable consumption is also claimed by Reliance Trucks, Ltd., Heckmondwike, for their hydrostatically

Two seven-cylindered radial hydraulic motors are connected directly to the sprockets which drive the tracks of the Bagnall-Burns crawler tractor. Hydraulic pressure is supplied by two positive-displacement pumps driven through gearing from the crankshaft of the Meadows engine.



driven Bantam Mark II three-wheeled works truck, which is shown as a production model following full-scale tests of prototypes under arduous conditions in a quarry. The result has shown that the transmission reduces fuel consumption.

In this case, the power of a J.A.P. single-cylindered petrol engine, developing 5½ b.h.p. at 1,800 r.p.m., is transmitted

direct to a gear-type pump which supplies oil to two wheel motors, mounted on sides of the single driving wheel.

These are also of the gear type and can be employed individually or in parallel to provide two speed ranges. Ease of control is comparable, if not superior, to that provided by a battery electric power unit.

1,850-cu.-ft. Body on Trader Chassis

APANTECHNICON recently supplied A to Sragowitz and Gillman, Ltd., Glasgow, incorporates a number of chassis modifications to provide maximum body capacity for bulk loads of furniture.

The chassis is a Thames Trader 152-in.-wheelbase model with the 6D oil engine. It has a Baico 60-in. chassis extension. Baico Patents, Ltd., also modified the rear of the chassis frame to allow a loading well to be incorporated.

Willenhall Coachcraft, Ltd., altered the steering column and pedal gear to give full-forward control. This necessitated the fitting of a sub-frame at the front of the chassis to carry the new pedals, the

steering column being moved forward and shortened. A longer gear lever has been fitted.

On the new vehicle this was found by a representative of *The Commercial Motor* to be poorly situated with regard to the driver, but the disadvantage could be overcome by fitting either a cranked gear lever or a remote-control linkage, which Willenhall can provide.

The body has a capacity of 1,850 cu. ft. and consists of metal panels mounted on a wooden frame.

Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway, London, N.W.2, built the body and cab, and supplied the vehicle.



A loading capacity of 1,850 cu. ft. is provided by this pantechicon. It is based on a Thames Trader 152-in.-wheelbase 5-ton chassis with a forward-control conversion by Willenhall Coachcraft, Ltd., and a Baico 60-in. frame extension. The frame is dropped behind the rear wheels to provide a loading well.



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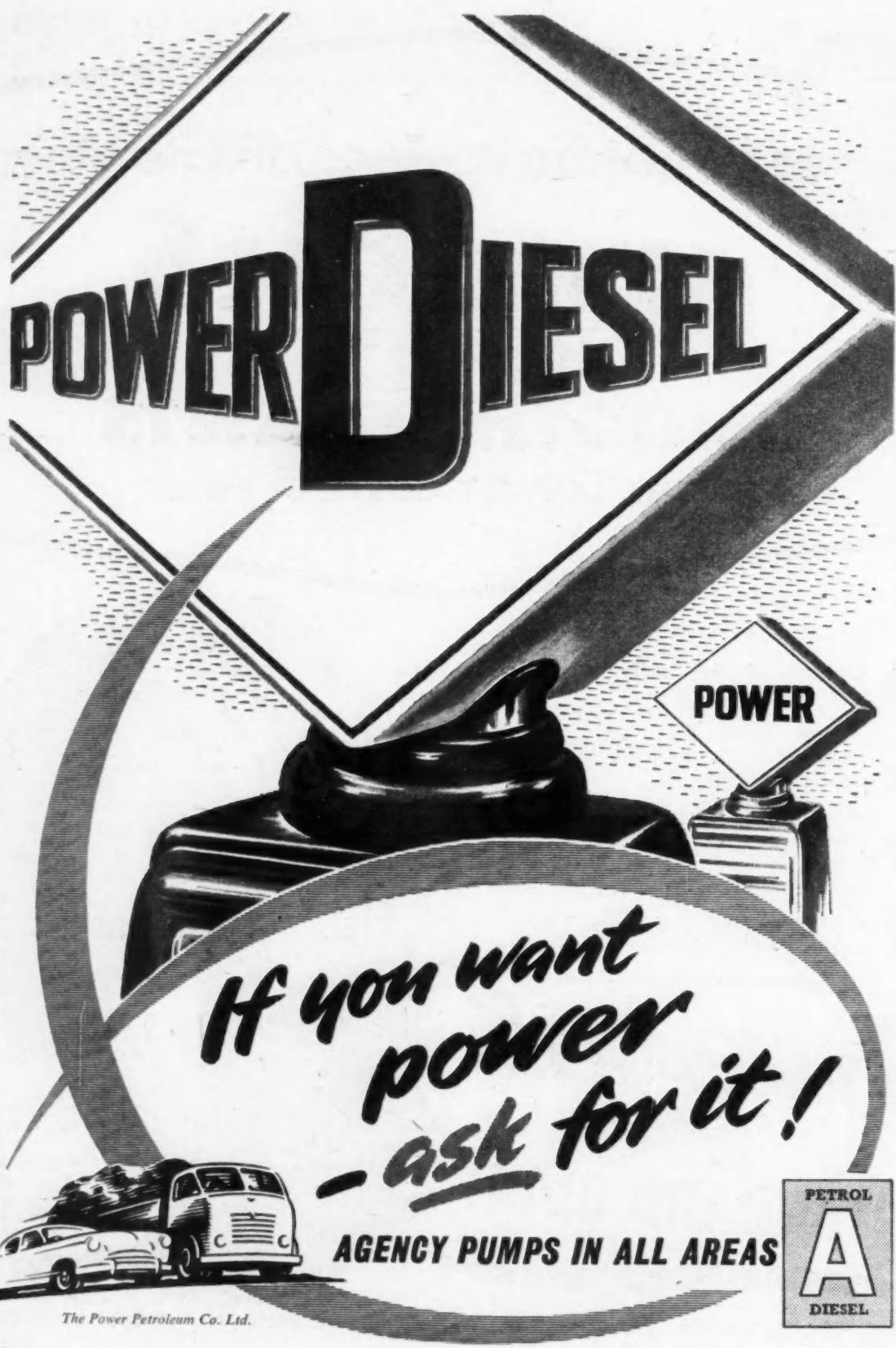
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Political CommentaryBy JANUS

First Line of Defence

I POINTED out last week how unnecessarily punctilious the Association of British Chambers of Commerce were in their attempt to prove that their booklet on nationalization bore not the slightest taint of politics. Now the Federation of British Industries have followed with a publication on the same subject. Their views run largely parallel with those of the Chambers of Commerce, and there is the same emphasis on political impartiality. Little advantage is gained from these ceremonial disclaimers. They merely underline the unfortunate coincidence that both statements have come out conveniently a few months in advance of the probable date of the next election.

A body such as the F.B.I. do not often go into print, so that the publication of their views on nationalization is something of an event. They have spoiled some of the effect by deciding that they must reply seriously and at length to the latest arguments coming from the Labour Party. Obviously, the F.B.I. are not fooled completely. They point out almost apologetically that the Labour Party have in stock any number of reasons for nationalization, and have only to make the appropriate selection to fit any threatened industry. The necessary consequence of this is not seen so clearly. The F.B.I. ought to know by now that it is a waste of time to debate rationally with the Socialists, who intended to extend State ownership as far as possible.

The F.B.I. almost come to understand this. They quote one of the chief objectives in the Labour Party's constitution: "To secure for the workers by hand or by brain the full fruits of their industry and the most equitable distribution thereof that may be possible, upon the basis of the common ownership of the means of production." If this were taken literally, say the F.B.I., it would mean the eventual nationalization of all industries. There is no reason given why the objective should not be taken absolutely literally. If the Socialists still adhere to their constitution, they would act exactly as they have done recently, and issue a series of pamphlets dressing up nationalization in a number of ways, until they find the style that goes down best with the electorate.

As Far As They Dare

On present indications there is no chance of a wide programme of nationalization after the next election, even if the Labour Party win. They will merely go as far as they dare. The first step must be to recover iron and steel, and road haulage, the industries that the Conservatives freed. There must be no doubt about this. Even at the risk of losing some votes they continue to make plain their intention to renationalize.

The F.B.I. are not alone in being puzzled about this attitude. They review the two latest policy statements by the Labour Party on public ownership. "Industry and Society," produced in 1957, says that the lost industries will be taken back, but, as the F.B.I. note, "does not argue the case for renationalization." "Plan for Progress," published last July, repeats the threat, "and once again without supporting argument," say the F.B.I.

They are baffled, and fall for the trap. On the assumption presumably that it takes two to make an argument, they say hardly anything about the only two industries that the Socialists have marked down for capture. Recognizing that renationalization is one of the three major proposals in the Labour Party booklets, the F.B.I. dismiss the matter in a few words.

With commendable moderation that does not disguise a certain bewilderment, they set out the up-to-date arguments for nationalization. Then follows an account of the sorry record of the nationalized undertakings, supported by some of the most convincing figures that have so far been assembled on the subject. A chapter contrasting free and nationalized industry concludes with a reference to specific industries. "It is inherent in what we have said," say the F.B.I., "that we can see no justification for the proposal to renationalize the steel industry or long-distance road haulage."

The F.B.I. hardly needed to publish a booklet to say this. What they have omitted is a point summed up by the A.B.C.C. in the words "free enterprise finds it difficult to live with State-owner business." The Chambers of Commerce realize from experience the danger of legislation to prevent competition with a public service. The F.B.I. must also be aware of it, but they say nothing about it in any part of their document. As a consequence they ignore the threat to the freedom of the C-licence holder, which is at least as serious as the danger to the haulier, and one would have thought affected the F.B.I. closely.

A Bridgehead For Exploitation

It is as well to remember that the F.B.I. represent all industries and may therefore be reluctant to get down to cases in a pamphlet designed to present a general picture. But the circumstances are peculiar. If the F.B.I. were not so determinedly unpolitical, they would recognize and give proper value to the cardinal importance of iron and steel, and of road haulage, in the coming struggle.

The F.B.I. might have asked themselves more seriously why, when the public were so much in agreement with their own verdict on renationalization, the Labour Party persisted in advocating it, without giving reasons. Until they have dealt with the recidivist industries, the Labour Party feel they can make no further progress. Road haulage and iron and steel are, therefore, in the first line of defence for free enterprise. If the Socialists, the next time they are in power, can be held at this point, they may ultimately come to ignore completely, or to delete from their constitution, the reference to "common ownership."

Throwing logic to the winds, if necessary, the Federation might have had the courage of their political convictions, and devoted more space in their pamphlet to the directly threatened industries. They might have brought themselves to congratulate the Conservatives on their denationalization measures. Certainly it is surprising that, merely because the Labour Party publications do not mention the C-licence holder, the F.B.I. should also ignore him.

Transport is a key industry, and the railways, so predominant a section of the British Transport Commission that they are often thought to be synonymous, are in serious trouble, with worse to come. The more money they are lent, the more their appetite seems to grow. Sooner or later the Government must acknowledge that the loans will never be repaid, and that the railways must be reduced to the state in which it is possible for them to live within their means. If at the time the Government happen to be Socialist, they will make the occasion the excuse, not merely for renationalizing long-distance road haulage, but for taking virtually the whole of transport under public ownership. It is this sort of possibility that the sober reasoning of the F.B.I. does not take into account.

Tipper Fleet Works Hard

MAJNLY engaged in clearing building sites, the Eltham Transport Co., Ltd., Well Hall Road, London, S.E.9, have two sections to their business. An A-licence haulage fleet comprises five Thames 7V petrol-engined 5-ton tippers with Anthony tipping gear and bodies, four ET7 oil-engined 6-ton tippers with steel bodies and Anthony tipping gear, and eight Canadian Ford long-wheelbase 6-ton tippers.

The Canadian vehicles, which have Eaton two-speed axles, were put into service between 1951 and 1955 after the company had completely rebuilt them, with modifications, and converted them to tippers. In this process they were equipped with Perkins engines, Anthony or Wood tipping gear and steel body-work constructed in the company's own workshop. The oldest lorries in the fleet have been in use for 12 years.

A Vulcan-Carrimore 10-ton articulated low-loader is employed under C licence to carry the various items of machinery making up the company's growing plant-hire section. These include two Allis-Chalmers HD5 tractor shovels, a Merton Overloader, two Chaseside shovels, a Rapier 2-ton mobile crane, which was converted to a prime mover from a trailer-based unit, and an Allis-Chalmers WM and a Fiat 55L bulldozer.

Eltham Transport have their own tips for the disposal of material. They have reclaimed some 100 acres of land during the past five years for development as sports or recreation grounds. When work begins on the preparation of a site, the bulldozers and tractor shovels are taken there by the low-loader. Excavation for trenching and sewerage is undertaken.

The company's Merton Overloader is in great demand, particularly for road works, upon which its ability to operate merely forwards and in reverse causes no hindrance to traffic.

Working arrangements with other contractors on similar work exist by which any abnormal demand for a particular type of machine can be met. Shifted material is carried away by the tippers which undergo, as might be expected, severe operating conditions.

Because of its ability to pick up and discharge material without having to manoeuvre, other than simply travelling forward and in reverse over the same path, the Merton Overloader, purchased five years ago, has proved particularly valuable on sites where space is restricted. It was originally bought to load ash and brick from Woolwich Common when the banks of the Thames burst in a flood. At the intermittent rate of 8 cu. yd. every three minutes, it loaded 400-500 cu. yd. per 10-hour day.

Since then it has been used for a great variety of jobs. It has, for instance, been hired by local authorities for road works, where traffic prevented the use of other types of machine, and for building tracks for stock-car racing at Harringay and New Cross, where it avoided the necessity to cut up too much ground. It was also employed on the restoration of Paragon House, Blackheath.

Found to be capable of handling many kinds of material, it is occasionally used by Eltham Transport even for heavy clay when normal shovels are not available. A few modifications have been made by the company's workshop which are now found on the latest factory models.

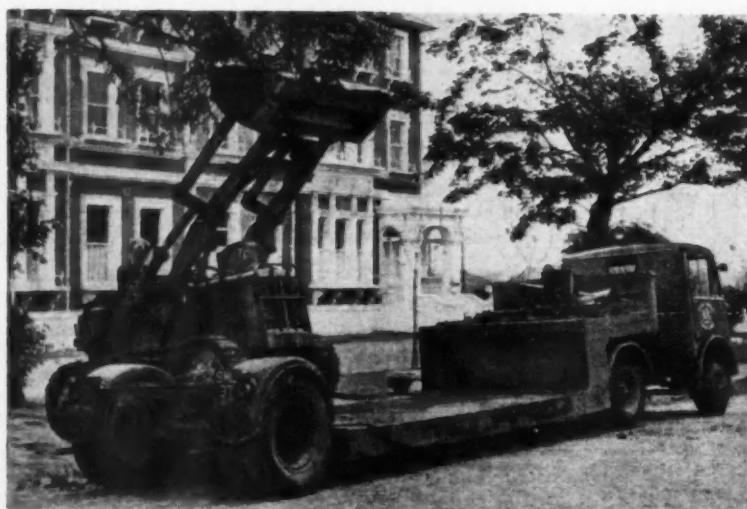
Uses for Crane

The Rapier crane performs such tasks as the installation of petrol tanks in service stations, placing refrigeration plant in position on Kent fruit farms, and heavy lintels on building sites. It has also been used to install heating plant in schools, and is frequently employed by the company in their own yard for dismantling parts of vehicles and machinery.

Vehicles average 200-600 miles a week each and are serviced fortnightly, although the oil of P6 engines is changed at 2,000-mile intervals, irrespective of time. After a year, a vehicle is completely stripped and rebuilt.

The fact that parts for Ford products are readily available and reasonably priced is appreciated. There is no undue difficulty in obtaining spares for the Canadian chassis from the suppliers who deal in this field, although suitable cabs cannot be found. For this reason these vehicles may soon be replaced by Thames oilers.

The chief reason that they have been retained for so long is that the underdrive provided by the Eaton two-speed axle enables them to travel over soft ground without wheelspin. Their P6 engines, which have run on Castrol Deusol 30 lubricant, have lasted for at least 100,000



A Vulcan-Carrimore outfit is operated under C licence to carry various pieces of plant to and from sites. An Allis-Chalmers machine is seen here being driven upon the semi-trailer after working at Blackheath.

South-east London Contractors Hire Civil-engineering Plant and Operate Tipper Fleet Standardized on Two Types of Vehicle: Site Conditions Cause High Repair Rate

By Alan Smith, F.R.S.A.

miles each before being replaced by reconditioned units

Ford V8 engines return lives of 40,000-50,000 miles. They run on Frowsoil S.A.E. 30. When the oil consumption becomes high, before the unit is due for replacement, the lubricant is kept to the required level, but no purpose is seen in completely changing the oil.

These engines are rebuilt by the Central Garage, Eltham, part of whose land is

(Right) One of the company's Canadian Fords, many times rebuilt and due for replacement because of cab deterioration. It has a Perkins engine. (Below) Thames vehicles are to compose the entire fleet. The loader is an Allis-Chalmers.



occupied by Eltham Transport. Crankshafts are reground only once. Transmission failures account for much of the work of the three fitters employed by the company, although half-shaft breakages tend to occur in parallel with the rainfall chart, being mainly occasioned by operation over soggy ground.

Tyre failures for the fleet occur at the rate of about one a day. Firestone dual-purpose covers are preferred for rear wheels.

Tyre Stock

Although one set of tyres gave a life of 41,000 miles, this was exceptional. Only one in every four tyres is fit for retreading, a Blue Peter remould being reckoned to give 75 per cent. of original mileage. A stock of 14 spare tyres is in hand at any one time, and the tyre mechanic makes use of a Harvey Frost remover and a safety cage.

Spring failures, mainly to the rear components, occur at the rate of two or three a week. Tipping gear rarely gives any trouble, and so far as bodywork is concerned, the vulnerable tailboards require electric welding for repair when damaged.

Seventeen-plate batteries, as found best

for the oilers, are being used on all vehicles now, and a Startall booster is sometimes used in winter for quick starting. The company wash vehicles



fortnightly and do their own painting with Vulcan paint.

An associated concern, T. R. Broman, Ltd., builders' merchants, provide the vehicles with delivery work. Mr. Rusholm Brown, the owner of the Well Hall Road premises, is managing director of these two companies and proprietor of the Central Garage.

Mr. Peter Brown, his son, is also a director, and Mr. A. C. Palmer is transport manager. Costing and office administration are under the supervision of Mr. N. A. Elton, the company's secretary.

The business originated in 1916 as a firm, with two small vehicles, trading as the Eltham Road Transport Co., which became the Eltham Transport Co., Ltd., in 1927. Nine of the present staff—the secretary, cashier, yard foreman, two fitters and four drivers—have been with the company for 25 years or more.

Licence Revoked, So Hauliers Try Again

A HAULAGE concern who lost two A-licence vehicles through revocation last July applied for a new two-vehicle licence. British Railways objected to the application by W. B. Blackwell and Son, Baslow, near Bakewell, Derbyshire.

In evidence, Mr. H. W. Blackwell said they were operating two A-licence vehicles when a Mr. Rhodes approached them and offered to put two more lorries into the business. Unfortunately, they operated the vehicles while they were in the name of Rhodes, and as a result their A licence was revoked after a prosecution.

Answering Mr. T. B. Atkinson, for the railways, he said most of the work done under the licence was coal haulage, but it was not undertaken at the railways' expense. They were given the traffic by a concern called Michael and Partners, who took a four per cent. cut of the rate for passing it over.

About the earnings of the vehicles formerly licensed, Mr. Blackwell said they were not certified by an accountant. The amount of coal carried had been worked out by his office staff, and he had no witnesses.

Mr. Atkinson replied that Michael and Partners were not coal factors, they were a clearing house. Blackwell's would have to submit certified figures, together with drivers' records to prove the commodities and journeys. In view of recent developments between the railways and the Central Electricity Generating Board, he wanted a coal factor to explain why the two vehicles were needed, as hauliers were now getting ready to lay up coal lorries which were surplus to the new requirements.

Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, adjourned the case so that this evidence could be produced.

How FREQUENT REPLACEMENT Affects Costs

Comparative Figures for a 5-ton Petrol-engined Tipper and an 8-ton Platform Oiler Depreciated Over Their Full Lives and Over Short Terms of Use

In discussing operators' maintenance problems, last week, I stressed that differences in maintenance costs per mile were not necessarily a measure of comparative efficiency. Even though vehicles were in the same class and operating under similar conditions, wide differences could be obtained as a result of a deliberate policy of lowering one item of operating cost at the expense of another. The ultimate objective would be increased overall efficiency in terms of either lower cost or greater freedom to concentrate on operating rather than maintaining vehicles.

Factors that may determine maintenance policy often stem from the peculiarities of the traffic carried. Where delivery on time is imperative, exceptional, and inevitably costly, methods have to be applied.

Other traffics—for example, road-making materials—may be less urgent, but present their own maintenance problems, particularly as much of the work is often remote from urban areas affording service facilities. Moreover, as many similar engineering contracts are temporary, it is often impracticable to set up efficient workshops on the site to provide for the necessary maintenance of vehicles.

Vehicle availability is another item which has to be considered in relation to maintenance. Even though an efficient repair system may have been evolved, in the later stages of life a vehicle must necessarily be off the road for increasing periods, during which time, of course, it is not earning its keep. For this reason some operators now consider frequent replacement the best compromise, despite the enhanced depreciation costs.

Comparison of Costs

Let us compare the operating costs of a 5-ton petrol-engined tipper and an 8-ton oil-engined heavy platform lorry, first when replaced after a normal period and then on the basis of more frequent replacement.

The initial price of the 5-ton tipper will be around £1,250. With an unladen weight of 2 tons 14 cwt., the annual licence duty will be £32 10s., making this first item of standing costs equivalent to 13s. per week. Allowing for holidays with pay and insurance contributions, weekly wages would amount to £8 19s., whilst rent and rates are arbitrarily assessed at 10s. 6d.

The annual insurance premium is reckoned at £32 (applicable to a C-licence operator), or 12s. 10d. per week. Interest at 3 per cent. on the capital outlay adds a further 14s. 5d., making the total standing costs per week £11 9s. 9d. Assuming 500 miles per week are averaged, standing cost per mile thus amounts to 5.51d.

As the vehicle is engaged on tipping work, fuel consumption is reckoned at a rate of 9 m.p.g., giving a fuel cost per mile of 5d. where petrol is bought in bulk at 3s. 9d. per gallon. The cost of lubricants is assessed at 0.23d. per mile.

As this type of operation is heavy on tyres the mileage life is assessed at 15,000 (half the normal) and, with a set priced at £160, the tyre cost per mile will be 2.56d. For the same

C. and H. Transport, London, E.2, use this Dodge 7-tonner to carry fruit and timber on both long and short journeys. It was supplied by E. Rayment Ltd., Forest Gate. The platform is 18 ft. long.

Planning for Profit

reason, maintenance costs will also be increased, perhaps by a half, giving a figure per mile of 3.10d.

To obtain the depreciation cost per mile, the price of the initial set of tyres is deducted from the cost of the vehicle, together with an estimated residual value of 12½ per cent. The balance of £934 depreciated over 125,000 miles gives a cost per mile of 1.80d.

These five items of running costs thus total 12.69d., which, when added to the standing costs, gives a total operating cost of 18.20d. per mile for a 500-mile week. With a corresponding yearly mileage of 25,000, the assumed mileage life of 125,000, which has been taken for the purpose of calculating depreciation, would be completed over a period of five years.

Turning now to the example where the policy is to replace vehicles yearly, the five items of standing costs—licences, wages, rent and rates, insurance and interest—will remain the same and will total £11 9s. 9d., or 5.51d. per mile for a 500-mile week.

There may be some grounds for claiming that fuel and lubricants should cost less per mile in this instance, because of the frequent replacement of the vehicle. Against this it could be argued that if maintenance is properly carried out, maximum efficiency in terms of fuel and oil consumption should be retained. I will, therefore, assume that these two items of cost remain the same.

Tyres a Special Case

Tyres, however, need special consideration now that the vehicle is being replaced annually. Still assuming that the mileage life per set under the arduous conditions of tipper operation remains at only 15,000, one set would have to be purchased (in addition to the set supplied as original equipment) during the 12 months (25,000 miles) the vehicle was in the owner's possession. In effect, instead of tyre costs being calculated on the basis of £160 for every 15,000 miles, they will become £160 for 25,000 miles, giving a tyre cost per mile of 1.54, instead of 2.56d.

To stress this point a little further, it will be realized when calculating tyre costs for normal purposes, as each mile is operated an appropriate amount is theoretically put aside so that funds are available when new tyres become necessary. At any point during that period the combination of the amount of mileage left in the existing tyres in terms of cost and the funds available should equate to the cost of a new set of tyres. Whenever a vehicle is disposed of, as in this case, with 5,000 miles of wear left in the tyres, the amount of funds already

(Continued on page 609)





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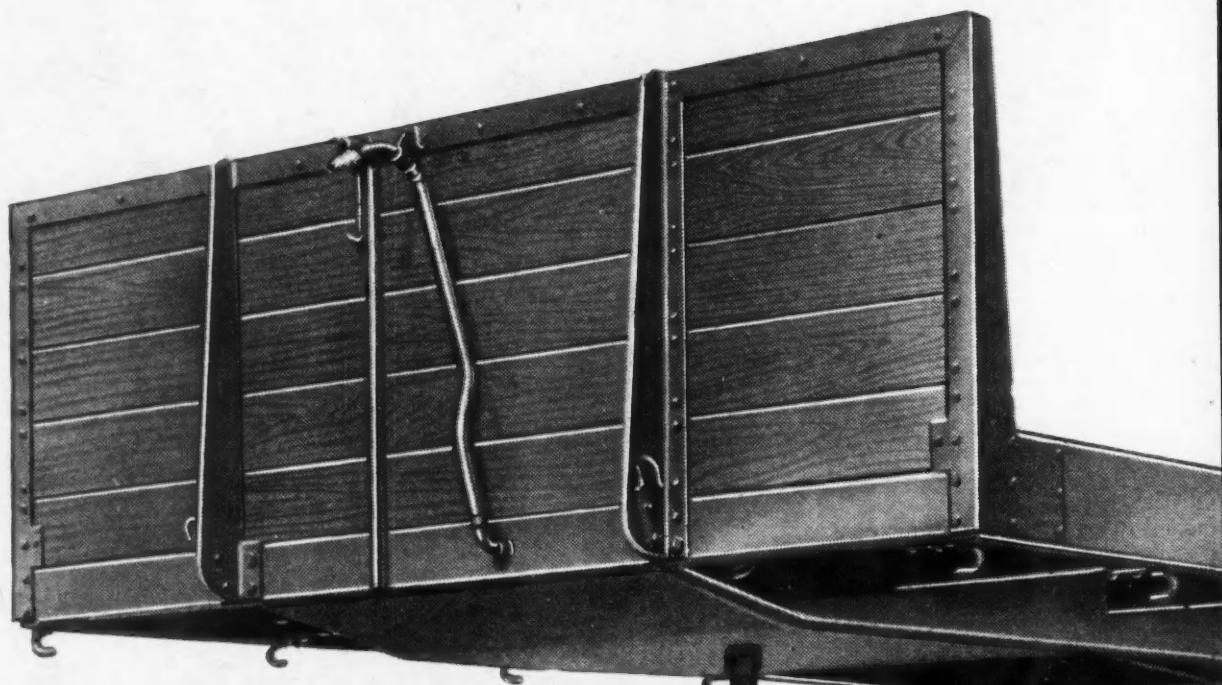
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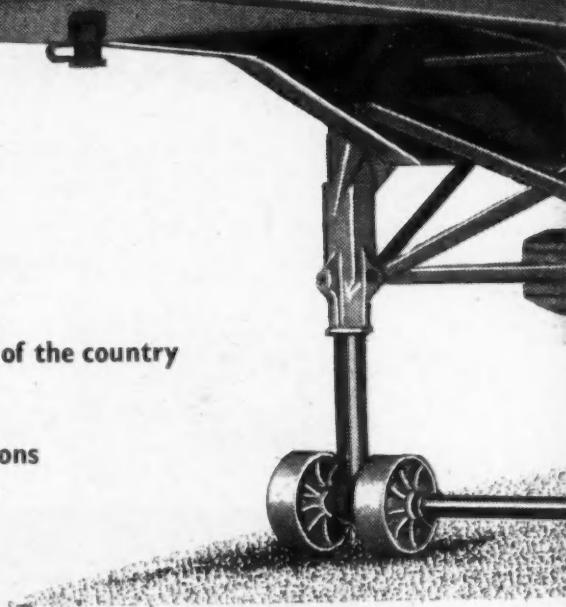
Demonstrations arranged in any part of the country



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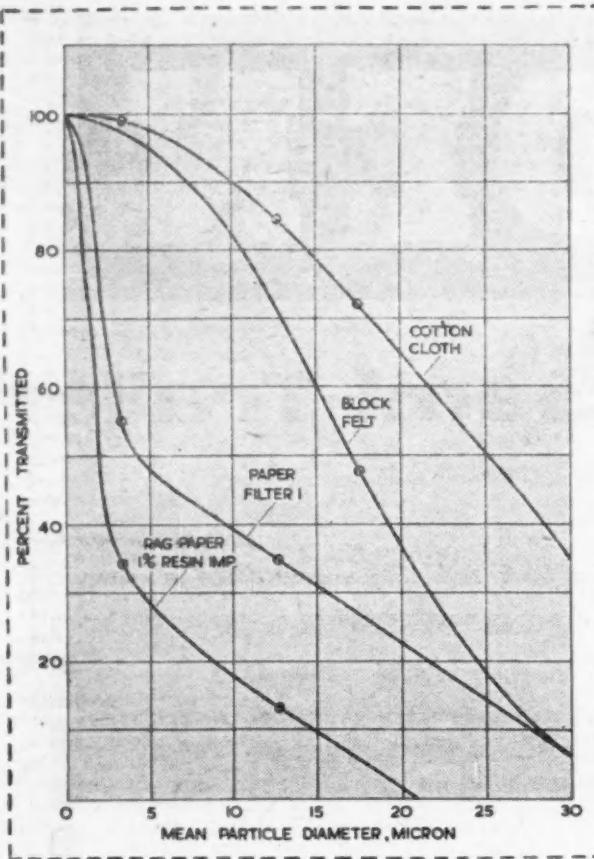
This latest laminated system, protecting both trailer and load, is fitted as standard equipment. Leaflet No. BN10 tells you all about it.



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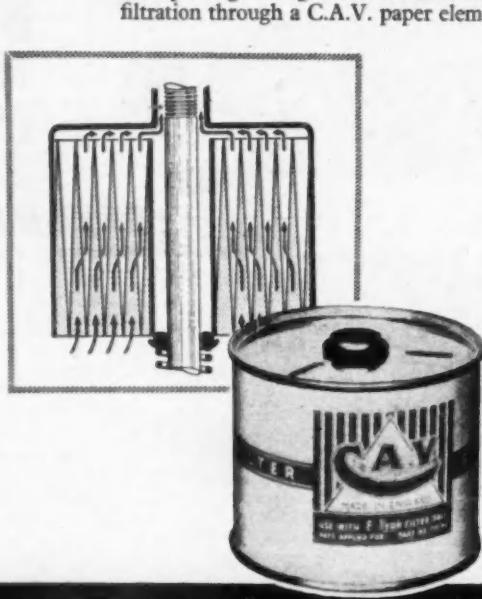
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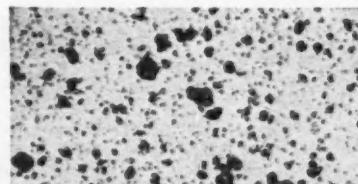


TESTS SHOW SUPERIORITY OF SPECIAL PAPER ELEMENT USED IN C.A.V. 'F' TYPE FUEL FILTER

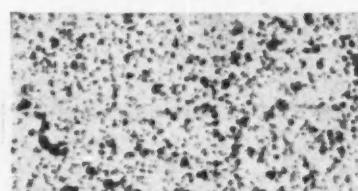
Dust particles of any size carried in diesel fuel cause wear of injection equipment, but for a given weight of abrasive the wear is initially more rapid the smaller the particle size. The most damaging size of particle lies in the 6 to 12 micron range. Laboratory tests on the particle transmission of various filters were made, using specially prepared and graded dusts. The graph shows the specially treated paper used for the C.A.V. type 'F' filter to be by far the most effective material. Further tests showed that the life of pump elements was increased by as much as 6 times over that obtained with a cloth filter.



(1) Photomicrograph (x 100) of fuel containing dust and dirt, before filtration.



(2) The same fuel as in (1) after passing through a block felt filter.



(3) The same fuel as in (1) after passing through a C.A.V. paper element filter.



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C.A.V. LIMITED, ACTON, LONDON, W.3

AP656

accumulated towards the second set of tyres will remain with the operator, hence the lower cost per mile in these circumstances.

Similarly, maintenance costs per mile will also be reduced. The previous figure of 3.01d. per mile met not only the cost of weekly servicing, minor repairs and replacements, but also major repairs when they became due. As with tyres, the cost of major repairs was not, in fact, incurred week by week, but was provided for when the occasion arose. As the vehicle is to be replaced after 12 months, the original operator is not responsible for meeting long-term overhauls and the maintenance cost per mile is therefore reduced to 2.07d.

Special Treatment for Depreciation

The calculation of depreciation also needs special treatment and is an item in which there may well be wide variations, because of the prevailing supply of and demand for used vehicles in any particular area. With an initial cost price of £1,250 it will be arbitrarily assumed that £850 could be obtained on resale after 12 months' operation. Unlike the previous method of calculation, the cost of a set of tyres is not deducted, as they have received special treatment in the item of tyre cost. The balance of £400 depreciated over 25,000 miles gives a cost per mile of 3.84d.

These five items of running costs, therefore, total 12.68d. per mile, with a total operating cost per mile of 18.19d. In both cases they are almost identical to the corresponding costs when the vehicle is replaced at five-yearly intervals.

Last week I mentioned that a haulier in the eastern counties had found it worth his while to replace even the heavier class of vehicle every 18 months, partly because of his remoteness from adequate service facilities. The type of vehicle he operated was an 8-ton four-wheeled oiler priced at around £2,750.

Costs for 8-tonner

With an unladen weight of 3 tons 18 cwt., the annual Excise licence would cost £50, or £1 per week. Weekly wages in accordance with R.H.(64), Grade 1, amount to £9 6s. 3d., after allowance has been made for holidays with pay and insurance contributions. Rent and rates are reckoned at 11s. per week. The annual insurance premium, calculated as applicable to A-licence operators, for comprehensive cover in a medium-risk area, becomes £136 10s., or £2 14s. 5d. per week.

Interest at the same rate of 3 per cent. adds a further £1 13s. to the standing costs, giving a total of £15 4s. 8d. As this class of vehicle would normally be expected to operate on long-distance runs, the weekly average mileage will be assessed at 1,000, giving a standing cost per mile of 3.66d.

The first item of running costs—fuel—is reckoned at 3.07d.

per mile on a consumption rate of 15 m.p.g. and bulk price of 3s. 10d. per gallon. Lubricants are reckoned at 0.26d. per mile.

Operating under better conditions than the previous example, mileage life per set of tyres can be expected to reach 30,000, although the cost will naturally be increased—to £250. The tyre cost per mile thus becomes 2d., whilst maintenance is reckoned at 2.28d. per mile.

Deducting, as normally, the cost of the initial set of tyres from the price of the vehicle, together with an estimated residual value of 10 per cent., leaves a balance of £2,225 to be written off. Assuming, as before, a vehicle life of five years, this amount will now be depreciated over 250,000 miles, giving a cost per mile of 2.13d. Running costs per mile thus total 9.74d., which, when added to the standing costs, gives a total operating cost of 13.40d.

Changing the vehicle every 18 months, the mileage life while in the first operator's possession would be 75,000. The five items of standing costs will remain the same, giving a total of £15 4s. 8d. Running costs relating to fuel and lubricants will also be unchanged.

With a mileage life of 30,000 per set of tyres, the first operator would have to purchase two sets, in addition to the initial equipment, during the period of 18 months. These would cost him a total of £500, giving a tyre cost of 1.60d. per mile when the total vehicle mileage was 75,000.

Maintenance Expenses Lower

For the same reason as before, maintenance costs will again be lower at 1.14d. per mile. The increased proportion in the reduction of this item, as compared with the previous example, is considered justified because no exceptional conditions of operation are expected.

Assuming the vehicle is sold for £1,500 after 18 months, the resulting balance of £1,250 depreciated over 75,000 miles gives a depreciation cost per mile of 4d. Running costs total 10.07d. and operating costs 13.73d. per mile. There is thus an increase of 0.33d. per mile compared with the corresponding estimated cost per mile when the vehicle is replaced at 250,000 miles.

As emphasized last week, no standard formula is available ready-made to enable the precise stage at which it is most economic to replace vehicles to be determined. In differing circumstances, well-established operators adopt policies of both short- and long-term replacement with apparently equal success. Yet to apply similar policies when circumstances were unsuitable could prove most unprofitable. Correct assessment based on prior comparison of estimates, as suggested here (but with details of the 10 items of costs adjusted to individual needs), would avoid the expense of trial-and-error methods. Quantity production manufacture has, however, increased the opportunities of frequent, yet economic, replacement. S.B.

A Multi-purpose Vehicle for Builders' Merchants

VAN, tanker and truck bodywork are combined on an Austin 3-ton forward-control chassis recently supplied to Messrs. Wellyworths, 257 Oldfield Road, Greenford, Middx.

The oil-engined chassis has a miniature van body 6 ft. 6 in. high, 6 ft. wide and 3 ft. 6 in. long, mounted directly behind the cab. Access is through roller shutters on each side.

A 600-gal. tank for the carriage of paraffin on door-to-door delivery is situated behind the van portion.

At the rear, the platform on which all the bodywork is mounted forms the basis for a truck body 6 ft. 6 in. wide and 3 ft. 6 in. long, with drop sides 1 ft. 6 in. high. The cab, tank and van portions are painted pink, with the rest of the vehicle in black. It was designed, built and supplied by G. and C. Motor Garages, Ltd., Canning Road, Wealdstone, Middx.



This Austin 3-tonner combines the functions of van, tanker and drop-sided truck. The 600-gal. tank is for the delivery of paraffin from door to door.

Constant-clearance Brake Adjustment

A DEVICE that automatically takes up wear in a disc brake is described in patent No. 802,942. It operates by friction and is designed so that when adjusting it is easy to achieve the correct degree of clearance. (The Goodyear Tire and Rubber Company, Akron, Ohio, U.S.A.)

The drawing shows a hydraulic cylinder for working a disc brake. Force is applied when the piston (1) is pressurized. Retraction is performed by a spring (2) which presses the piston to the left. The spring abuts at its other end on a mushroom head forming part of a sliding rod (3).

The rod passes through a pair of split conical bushes (4), the action of which is to exert friction on the rod when compressed by a spring (5). The chief point of the patent is that this spring cannot be overtightened by the adjusting nut (6). There is very little clearance between its coils and when the operator feels a solid resistance to his spanner he knows that the correct adjustment has been reached.

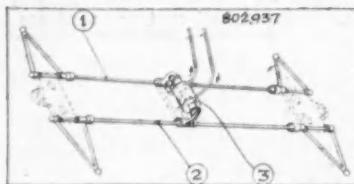
The friction is such that though the hydraulic force can overcome it, the retraction spring cannot, so that the rod gradually shifts along as the brake wears.

STEERING-CONTROLLED SUSPENSION STABILIZATION

TO counteract roll when cornering is the aim of a scheme shown in patent No. 802,937. A servomotor is used to up-load the suspension on one side of the vehicle and depress it on the other, the control valve being connected to the steering mechanism. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

Suspension is performed by a pair of torsion bars (1 and 2) and their centre anchorage can be loaded one way or the other by a double-acting piston in the hydraulic cylinder (3). Fluid for the operation of this unit is supplied by an engine-driven pump and its quantity and direction are controlled by a slide-valve moved by the steering wheel.

The same valve controls also the servo-cylinder of the powered steering system



and the valve setting is such that the body stabilization is always a little in advance of the steering action, the advance being approximately equal to free-play in the steering linkage.

AN AMPHIBIOUS VEHICLE

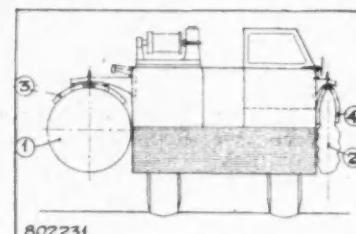
PATENT No. 802,231 shows a vehicle intended mainly as a ferry for carrying other vehicles. It is completely

amphibious and can negotiate shallows and swamps propelled by its wheels or a marine propeller. (Eisenwerke Kaiserauern, Barbarossastrasse, Kaiserauern/Pfalz, Germany.)

The design of such a vehicle could exceed the maximum width for road use and one of the features of the scheme is the use of lateral buoyancy bags which can be deflated and stowed in a small space when not needed.

In the drawing, the buoyancy bags are shown inflated (1) and deflated at 2. Carrier plates (3) transfer the vehicle weight to the bags and these, too, fold away as shown at 4.

A drive-on ramp is provided at one end of the body; when this is not required it lies on the deck. The road wheels are retractable into waterproof housings and the propeller is also retractable, not only for stowage but also for depth adjustment to suit the available draught. Hydraulic power works all the auxiliaries and an air compressor is provided for the buoyancy bags.

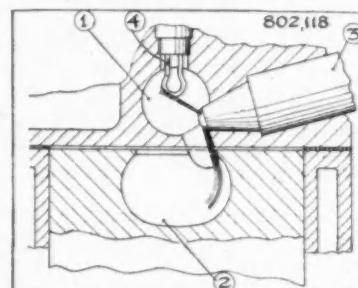


DAIMLER-BENZ COMBUSTION SYSTEM

PATENT No. 802,118 shows an oil engine combustion system in which a special ignition chamber is provided to combine easy starting with efficient operation. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

Referring to the drawing, the small ignition chamber (1) is located in the cylinder head and the main combustion space (2) in the piston crown. The two are connected by an offset passage. The injector (3) produces two jets, one on to the wall of the main chamber and the other into the centre of the small chamber. This fine jet is stated to provide certain self-ignition, particularly when assisted by a heater filament (4).

The design permits the small chamber to become as hot as possible, even to the extent of providing insulation, but the space in the piston crown is cooled as far as is practicable. The cylinder head chamber should be less than half the volume of the main combustion space.



A BIMETALLIC TAPPET

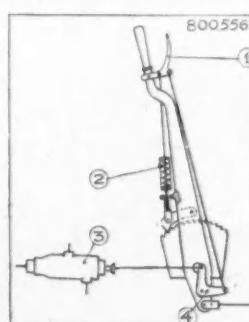
A TAPPET with a body made of inexpensive steel and the main wearing part of hard alloy forms the subject of patent No. 801,042. The basis of the patent is actually the method of producing the bimetallic assembly. (General Motors Corp., Detroit, Michigan, U.S.A.)

The drawing illustrates the main feature of the manufacturing process. The steel body (1) is bored oversize at the bottom and is temporarily closed by a cap (2). A measured mixture of alloy powder (3) is placed in the bore and the unit is then heated until the alloy melts and unites with the steel of the body.

The alloy used must melt at a lower temperature than the steel, and so a cast-iron is proposed, containing in addition to the carbon, manganese, silicon, nickel, chromium, molybdenum, copper and vanadium. This provides a hard-wearing alloy which melts at 2,200° F.

POWERED HAND BRAKE

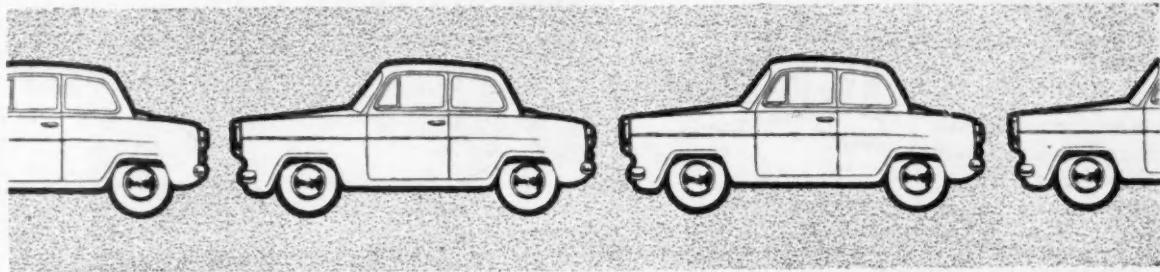
EASIER hand-brake operation is provided by patent No. 800,556. (J. Kershaw and Westinghouse Brake and Signal Co., Ltd., 82 York Way, London, N.1.) In this novel arrangement, the act of gripping the handbrake pawl lever automatically causes the brake to be pulled on slightly, thus freeing the pawl and enabling it to be disengaged easily.



In the drawing, the lever (1) not only pulls on the pawl (through a spring 2) but also operates the power-brake control valve (3) via a bellcrank (4). When the lever is gripped, it therefore applies an increased braking force and enables the spring to pull the pawl clear.

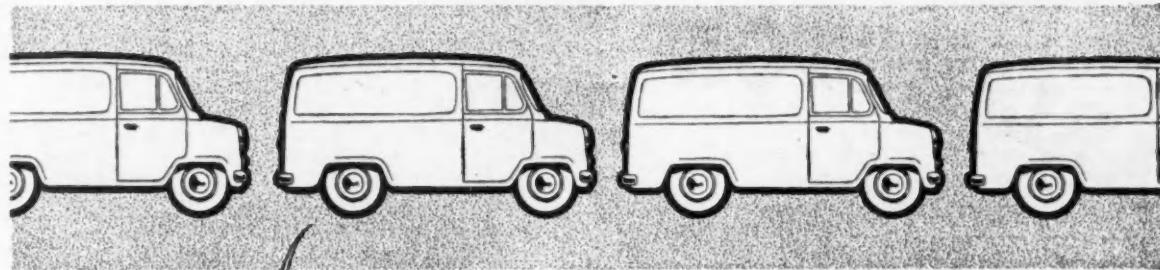
The lever can also be used when the hand brake is being applied; in this case the power takes most of the load from the main brake lever and increases the applied braking effort.

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A.E.C. Matador 4 x 4 diesel, genuine low mileage, ex-M.O.S. vehicles, reconditioned in our workshops, complete with 7-ton winch, H.D. draw-bar gear, front and rear, independent certificate of inspection with each vehicle. Faulkner's (Transport), Ltd., Broadcote, Farnham. Phone, Farnham 4234-5. 789-6858

A.E.C. Matadors, tractors, diesel, ex-M.O.S., reconditioned, 7.7-litre diesel engine, 4 x 4, 6 x 6, with power winch. A.E.C. 2,500-gal. tankers, unregistered, ex-M.O.S. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. North 0832. 786-115

A.E.C. Matador 4 by 4, unregistered, ex-Government, 7.7 diesel engine, 7-ton winch, compressed air braking system, very low mileage. £650. Edgware 2572.

A.E.C. Matador 4 by 4, diesel 7.7 engine, power winch, front brakes, unregistered, ex-M.O.S. £445. B. and C. Motors, Ltd., 12 Bourne Rd., Southampton. Phone 21600. 786-x2980

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1957 AUSTIN Utilitax, mint condition, £500. Edware 2572. 786-269

AUSTIN 25-cwt. 3-way van, 1949, in good order, ERS. A. J. and H. Friend, Hanfield Rd., Forest Row, Sussex, 108. 786-2964

1955 B.M.C. 5-ton diesel chassis fitted with a new Sparshatt, 1,150 cu. ft. Luton van body with drop well at rear, £1,100. J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 06346. 786-145

1957 AUSTIN diesel prime mover, Brockhouse-Scamell coupling, first registered November, low mileage new, £50, by 20 tyres, heater, J. J. Wright and Sons, Ltd., Dereham, Norfolk. Phone, Dereham 28-331. 786-231

AUSTIN 6 x 4 chassis and cab, 12,000 miles only, £150. Fyrone Co., Violet Rd., London, E.3. East 3300. 787-22969

1955 5-ton petrol long-wheelbase new-type Luton ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 786-438

AUSTIN 3-ton lorries, unregistered and in excellent condition, new batteries £110 each. Flitwick Service Station, 74 Ampthill Rd., Flitwick, Beds. Flitwick 244. 786-399

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BEDFORD
MAIN DEALERS.

WELCOME inquiries for early delivery all types of vehicles and Utilities. NEW BEDFORD CA vans available, early delivery.

CHOICE of several BEDFORD vans and Utilities. SELECTION of used tractor units and trailers. SEVERAL tippers from 1946 onwards in stock.

SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types of new BEDFORDS.

273 LONDON ROAD,

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Staines 4211 (five lines).

1955 BEDFORD 25-cwt. drop-side truck, excellent condition, £325. 786-315

1952 BEDFORD 5-ton boxvan, 1,050 cu. ft., drop well, walk-up tailboard, very good condition, £215.

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1947 BEDFORD-SCAMMELL tractor and trailer, good tyres, good condition, £125.

1946 BEDFORD 2-3-ton short-wheelbase hand lifter, colour blue, £125.

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HAMILTON MOTORS (LONDON), LTD.
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WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

NEW BEDFORD 7-ton forward-control truck, diesel.

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NEW BEDFORD 7-ton short-wheelbase forward-control tipper, petrol.

NEW BEDFORD forward-control truck, Leyland Comet engine.

NEW BEDFORD 7-ton long-wheelbase chassis-cab, petrol.

NEW BEDFORD 5-ton long-wheelbase truck, £645.

1954 BEDFORD 5-ton long-wheelbase truck, £495.

BEDFORD Utilitax, ivory and blue, £350.

1955 BEDFORD 10-12-cwt. van, green, £325.

1956 BEDFORD Utilitax, colour blue, £425.

1955 BEDFORD 10-12-cwt. van, brown, £275.

1953 BEDFORD 7-ton long-wheelbase truck, £275.

1949 BEDFORD 8-ton tractor unit, £155.

1950 BEDFORD 3-ton long-wheelbase truck, £145.

1956 BEDFORD 7-ton short-wheelbase tipper, £295.

1950 BEDFORD 5-ton long-wheelbase truck, £220.

1952 BEDFORD 7-ton long-wheelbase truck, £295.

1949 BEDFORD 2-ton long-wheelbase truck, £295.

MANY more available. Please send for full list.

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1956 BEDFORD 10-12-cwt. van, £350; choice of two.

1955 BEDFORD 25-cwt. van, with windows, £325.

1951 BEDFORD 10-12-cwt. van, £150.

1953 BEDFORD 30-cwt. van, £345.

1950 BEDFORD 5-ton long-wheelbase chassis-cab, £275.

1956 BEDFORD 5-ton long-wheelbase truck, £595.

1952 BEDFORD 7-ton diesel van, £850.

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THE NEW BEDFORD
NORMAL-CONTROL RANGE

AVAILABLE FOR IMMEDIATE DEMONSTRATION
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VANS, CONVERSIONS

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UP TO 30 CWT.

FROM ONLY 10% DEPOSIT.

BEDFORD EXCHANGE RECONDITIONED ENGINES
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1952 BEDFORD truck, Scammell tractor, Comet engine, £640.

1954 BEDFORD CA van, £275.

1956 BEDFORD CA van, £295.

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1955 BEDFORD CA van, excellent condition, one owner, £275.

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5-ton truck, good running order, body requires attention, £75.

8-ton truck, good mechanical condition, body fitted with hoops and canvas, £195.

HIRE-PURCHASE deposit now from 10%.

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PRESTAGE, LTD., offer:-

BEDFORD 5-ton Luton van (June, 1950), good condition throughout, £225.

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BEDFORD 30-cwt. boxvan (July, 1952), used as bank bullion van since new, £150.

BEDFORD 8-ton Scammell tractor unit (October, 1949), good condition throughout, £150.

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LAWSON OFFICES LTD.
BEDFORD UNITS, every

BRAND-NEW
O-model chassis weight approx.

NEW BEDFORD
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Used Goods Vehicles (contd.)

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OFFICIAL BEDFORD MAIN DEALERS.
BEDFORS ARE OUR BUSINESS.

We have an ever-changing stock of good used BEDFORDS, from 10-cwt. vans to 10-ton tractor units, every one good, sound value.

BEDFORD LUTON VANS.

BRAND-NEW encaustic bodies of 1,000 cu. ft., integral cab, low-loading well, on Bedford 4-ton O-model chassis, overhauled and fully guaranteed, unladen weight approx. 2 tons 16 cwt., in primer.

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NEW BEDFORD 4-ton chassis-cab, diesel, list price.

NEW BEDFORD 5-ton normal-control chassis-cab, diesel, list price.

NEW BEDFORD 8-ton tractor unit, diesel, list price.

OUR after-sales service is second to none.

You are a busy man and cannot find time to come to us? Without obligation on your part our representative will be pleased to call on you to discuss your transport needs. Demonstrations without obligation.

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FULL H.P. FACILITIES.

FROM 10% DEPOSIT, NEW OR USED VEHICLES UP TO FIVE YEARS OLD.

PART-EXCHANGES? CERTAINLY!

SALES staff in attendance until 5 p.m. on Saturdays.

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NEW BARNET.

Phone, Barnet 1061.

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320 KING STREET, HAMMERSMITH,

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OUR REPUTATION IS YOUR GUARANTEE
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COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

1956 BEDFORD petrol, 7-ton long-wheelbase with platform body.

1955 Petrol 7-ton with 16-ft. platform body.

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1955 R6 tractor unit with Scammell coupling, reconditioned engine.

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ALSO

THE following vehicles are offered with demonstration mileage only:—

6-TON long-wheelbase normal-control drop-side truck with 300-cu.-in. Diesel engine. Model D6LD1.

8-TON normal-control tractor chassis-cab with 300-cu.-in. Diesel engine and Scammell coupling. Model D8AD1.

8-TON forward-control tractor, chassis-cab with diesel 300-cu.-in. engine and Vauxhall Motors 2-speed axle and Scammell coupling.

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COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
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SALES DEPARTMENT OPEN UNTIL 5 P.M.
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4X2, 4 x 4, unregistered ex-W.D. low mileage, M.O.S. rebuilt O.L. c.w. winches if required, also very excellent selection of O.Y. trucks with V.G. cabs, Cundy and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leekbrough 477.

BEDFORD OL 4 x 4 with winch, M.O.S. reconditioned complete with new battery, spare wheel and tyre, £150; also some without winch from £80. Caledon's Transport, Ltd., Toddington, Beds. Phone, 205.

1953 And 1955 BEDFORD A-type diesel 5-ton short-wheelbase tippers, in excellent condition, from £425. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047.

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1956 AUSTIN 30-cwt. van, one owner, excellent order October.

1956, excellent order, one owner.

BEDFORD CA large-capacity van, one owner.

1949 BEDFORD 30-cwt. drop-side truck.

SELECTION diesel box vans.

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Ashford 5741.

786-304

BILL WALTON, LTD.

1950 BEDFORD-SCAMMELL tractor and 20-ft. trailer, one owner, £335.

1952 BEDFORD long-wheelbase tipper, new body, £250.

1953 2-ton AUSTIN truck, nice order, £315.

CHAPPELL'S GARAGE, 190-6 Kennington Park Rd., S.E.11. Phone, Reliance 1177. 786-278

1953-1954 BEDFORDS, A and S types, tippers, choice of four, to be sold owing to ill health. Ingelbourne 2078. 786-6797

TWO 1954 BEDFORDS A-type short-wheelbase tippers, 6 yd. steel bodies, £550 two. Phone after 6 p.m. Romford 63195. 786-6849

1955 BEDFORD 10-12-cwt. van, £295.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 786-256

1952 BEDFORD large Luton pantechnicon, built on passenger chassis, low mileage, and good condition, 10-cwt. price £220.

MORLEY MOTORS, LTD., Middleton Rd., Morley Nr. Leeds. Phone, Morley 4333 any time. 786-194

1955 BEDFORD 30-cwt. drop-side truck, 29,000 miles only, ex-owner driver, extras, £475. William Ripley, Dartford 5480. 786-275

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1955 BEDFORD 7-ton diesel truck, very good condition.

1952 BEDFORD 3-ton boxvan, very good condition.

1952 469-475 Holloway Rd., London, N.7. Archway 2647. 786-200

5-TON long-wheelbase A-type BEDFORD diesel-engined chassis-cab, new September 1956, fitted with a new Sparshott-built 1,000-cu.-ft. body with drop well at rear, £1,100.

J. H. SPARSHOTT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60161. 786-346

1954 30-cwt. van, model A, one owner, for quick sale. £325. Middlechase Garage, Armitage 113. 786-113

1952 BEDFORD 10-12-cwt. van mechanically perfect, wings and body need tidying up, good tyres, one owner, there are two of these vehicles, for quick sale for the two, £165. Iver 947. 786-273

1955 BEDFORD A model 5-ton long-wheelbase tipper, first-class condition throughout. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich. 786-113

1955 BEDFORD R6 diesel 7-ton tipper, outstanding condition, £595. Hamblins Garage, Rectory Rd., Rushden. Phone, 3211. 786-84

1957 BEDFORD-SCAMMELL diesel articulator unit with 20-ft. Scammell trailer, one owner since new, small model, £600.

1956 BEDFORD S-type articulator unit with new R6 diesel engine, exceptionally good order, £650.

BEDFORD-SCAMMELL Diesel articulator unit, R6 engine, one owner since new, £425.

BEDFORD-SCAMMELL articulated unit, petrol, one owner since new, £395.

BEDFORD-SCAMMELL diesel articulator unit, in good running order, £375. Trailers in stock to suit the above. Many other Bedford vehicles in stock.

BEDFORD long-wheelbase truck, diesel eng. ne. in very good order, £220. Terms, £100 down, £10 per month, ex-demonstrator, six months' guarantee. £1,625. Phone, Caterham 4242.

1955 BEDFORD long-wheelbase lorries. Choice of three, £125 each.

MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham 9. Victoria 4933. 786-189

1954 7-ton diesel, BEDFORD van Luton type body, R6 engine recently fitted, immaculate, what offers? Norwales Confections, Ltd., Prestatyn. Phone 870. 786-6860

1951 5-ton long-wheelbase lorries. Choice of three, £125 each.

1954 R6 engine, very good, £200. Tyneside 4200.

1950 BEDFORD long-wheelbase truck, diesel eng. ne. in very good order, £220. Terms, £100 down, £10 per month, ex-demonstrator, six months' guarantee. £1,625. Phone, Caterham 4242.

1955 BEDFORD all-aluminium meat container, specially built overhanging rails with C licence 25 miles radius of Sheffield. £400. 373 Eastbank Rd., Sheffield 29139. 786-118

1956 BEDFORD long-wheelbase drop-side wagon condition, £550. 373 Eastbank Rd., Sheffield. Phone, Sheffield 29139. 786-118

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Used Goods Vehicles (contd.)

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1951 SCAMMELL 8-wheeler, 40 by 8 tyres all round, Gardner 6LW engine, 6-speed gearbox, air brakes, in very nice condition, excellent runner; choice of two, £750 each.

1950 SCAMMELL tractor unit, 6LW engine, 6-speed gearbox, air brakes, one owner since new, exceptionally clean and in good condition, also a number of other Scamvell tractors.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R Stevenage 175.

RH 8-wheel 2,000 cu.-ft. boxvan, 6LW Gardner with high-speed differential and 40-in. by 8-in. twin rear tyres, excellent mechanical condition and ready to any trial. Sale due to fleet standardization, £900. Phone, Stepney Green 5522.

SEDDON

1956 latest wrap-round screen, fibre glass cab Pilot body and gears, alloy deep sided body, one owner, opportunity to buy almost a new vehicle.

O. T. JACKSON MOTORS LTD., 855 New Wolverhampton Road, West Bromwich, Birmingham, Broadwell 2871-2-3.

CHOICE OF SEDDONS long-wheelbase trucks, exceptionally clean, mechanically sound, from £150. Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623.

1947 6-ton SEDDON for sale, in good condition, price £250. Fletcher Bridge Co., Ltd., Entwistle Road Garage, Rochdale. Phone 2457.

SEEDON tippers, five for sale with contract A licences, Hawthorne, 2 The Avenue, Esham, Surrey. 786-297.

1955 SEDDON diesel 7-ton drop-side, one owner, low mileage, good tyres, repainted, ready for work, choice of three.

1954 SEDDON 7-ton long-wheelbase drop-side.

1949 SEDDON Tasker 22-ft. articulated.

RYLAND GARAGE LTD., Ryland St., Birmingham, Edgbaston 4501-5. Grams, "Diesel". 786-394.

SENTINEL

1948 4-wheeler, reconditioned engine and brakes, heater fitted, £450. Phone, New Cross 0617.

SENTINEL Ricardo diesel engine, complete as new, can be heard running, £175. Edwarde 2572.

1950 SENTINEL 4-wheeler, fitted with new engine last year, excellent condition, 18-ft. body, first reasonable offer.

COXS MOTORS (HILL TOP) LTD., 127 Hill Top, Bromwich. Phone, Wednesday 0470, 1047.

THORNYCROFT

4X 4 unregistered ex-W.D. trucks, very good selection, 2 Cundy and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.

COOMBS, main Ford dealers.

1949 THORNYCROFT 5-ton long-wheelbase platform truck, very good order throughout, 100% maintained, £2,250. **C**OOMBS SERVICE STATION LTD., By-pass Rd, Guildford. Phone 62962-3-4.

UNCLASSIFIED

JOHN ANCLIFF AND CO. LTD.

CONTRACTORS OF LIQUIDS IN BULK.

2 MOUNT STREET, MANCHESTER, 2.

Phone, Blackfriars 6226; Night, Bramhall 56.

1956 ATKINSON 8-wheeler, 6LW, D.D., fitted with Dowson and Mason, 3,600-gallon tank, lagged and steam coils fitted.

1956 ATKINSON 8-wheeler 6LW, D.D., fitted with Dowson and Mason, 3,600-gallon tank, lagged and steam coils fitted.

1953 MAUDSLAY 8-wheeler, 9.6, S.D., fitted with Dowson and Mason, 3,600-gallon tank (new in 1955), lagged, litho lined and steam coils fitted.

1950 E.R.F. articulated, 6LW, fitted with Butterfield 2,800-gallon tank, lagged, litho lined and steam coils fitted.

1948 MAUDSLAY 4-wheeler, SLW, fitted with Butterfield 1,750-gallon tank, lagged, litho lined and steam coils fitted.

1947 E.R.F. articulated, 6LW, fitted with Butterfield 2,800-gallon tank, lagged, litho lined and steam coils fitted.

1945 ATKINSON 8-wheeler, 6LW, fitted with Butterfield 3,600-gallon petrol tank (new 1955).

1939 A.E.C. 8-wheeler, 7.7, S.D., fitted with Dowson, litho lined and steam coils fitted.

1939 SCAMMELL 8-wheeler 6LW, fitted with Butterfield 3,600-gallon tank (new 1949), lagged, litho lined and steam coils fitted.

1936 A.E.C. 8-wheeler, 7.7, S.D., fitted with Dowson and Mason 4,000-gallon petrol tank (new 1957).

L. A. RICH

OFFERS

(LOW-MILEAGE, UNREGISTERED EX-MINISTRY VEHICLES).

FIVE BEDFORD QL 4 x 4 950 gal. refuellers, price £175 each.

FIVE 4-wheeled 900-gal. Bowser trailers, price £150 each.

FIVE BEDFORD Model OY 5-ton fixed-side trucks, price £95 each.

FIVE BEDFORD 200-gal. water tankers, price £90 each.

FIVE AUSTIN 4 x 4 fixed-side trucks, price £100 each.

FIVE BEDFORD QL 4 x 4 chassis and cab, price £120 each.

FIVE KARRIER 4 x 4 fixed-side trucks, fitted winches and cable, price £145 each.

FIVE FORDSON 1A model 6-wheeler chassis and cab (one steering wheel), price £100 each.

TWO THORNYCROFT 4 x 4 trucks, fitted 8-cylinder Rolls engines, price £120 each.

ONE G.M.C. DUKW, fitted winch, hull in fair condition, price £110.

ONE Listed 4-wheeler 20-kVA. lighting plant (300 hours' run), price £140.

TWO Listed Diesel Cub lighting plants (very good order), price £95 each.

90 10-cwt. 2-wheeled trailers, fitted steel bodies and 16-tire equipment, price £20 each.

COLDHAM'S LANE, Cherryhinton, Cambridge. Phone 87597.

Used Goods Vehicles (contd.)

HARRY DANDO

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

NEW VEHICLES.

A.E.C. Mercury long-wheelbase, takes 21-ft. body, £4,025.

A.E.C. York 16-ton, 16 ft. in well, low-loading trailer, knock-out axle, £4,342.

BEDFORD 6-ton medium-wheelbase (132-in.), Bedford diesel engine, £1,400.

BEDFORD 6-ton, Walter ambulance, mounted on 10x12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.

LONG WHEELBASE.

BEDFORD, 1953, A-type Luton van, exceptionally good condition, 16-ton, 16 ft. in well, not fitted with new body, approximately 900 cu. ft. in primer, £1,000.

LEYLAND Octopus, 1951, in exceptionally good condition throughout, works reconditioned engine fitted six months ago, £2,000.

BEDFORD, 1953, 7-ton long-wheelbase petrol platform truck, £500.

BALION, 1950, double-drive eight-wheeler, 24-ft. platform body, Albion engine. The complete machine is in exceptionally good condition, £1,200.

UV 1953, 7-ton, 18 ft. 2-speed rear axle, platform body, £1,250.

GOODFELLOW, 1947, long-wheelbase, double drop-side, £200.

THORNYCROFT, 1949, long-wheelbase, diesel engine, poor condition, £200.

BEDFORD, 1953, A-type 5-ton standard long-wheelbase platform, one very careful user since new, £400.

BEDFORD, 1954, A-type 6-ton long-wheelbase double drop-side, one owner, good condition, tyres fair, ready for work, £550.

E.R.F., 1954, Twin Steer, SLW, 21-ft. drop-side, £1,250.

E.R.F., wood body, one owner, fitted with 10.00 by 20 tyres, one-owner vehicle, in exceptional condition, £2,250.

E.R.F., 1954, Twin Steer, SLW, 21-ft. drop-side, £1,250.

E.R.F., wood body, one owner, fitted with 10.00 by 20 tyres, in exceptional condition, £2,250.

TRAILERS AND ARTICULATED.

YORK new 10-ton 25-ft. platform trailer, S.A.E. Y coupling, 9.00 by 20 tyres, £728.

DYSON new 15-ton long-wheelbase low-loading semi-trailer, 20 ft. in well, 10-ton, 16 ft. 2-speed rear axle, £1,575.

ASQUITH 1948 10-ton unit, fitted with 7.7 engine, £350.

MASER, Tasker coupling, £350.

ALDERSLEY 10-ton full trailer low loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out, £250.

BEDFORD-SCAMMELL 1948 tractor unit, choice of two, £100 each.

TIPPERS.

AUSTIN, 1945, 5-ton steel body petrol tipper, clean condition, £425.

COMMER, 1952, 5-ton standard wood body tipper, £400.

BEDFORD, 1956, 7-ton long-wheelbase diesel tipper, condition throughout, £650.

BEDFORD, 1953, 5-ton tipper, square body, good little wagon with four new tyres, £350.

SEDDON, 1956, Pilot underbody gear, wood body, one-owner vehicle in really good condition, £650.

BEDFORD, 1953, 7-ton long-wheelbase, Pilot twin front rams, wood drop-sides, good condition, £650.

Meadows 4-cylinder engine, fair condition throughout, £600.

BEDFORD, 1953, 7-ton U-shaped steel body, R6 engine, fair condition throughout, very good buy at £475.

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,

WEST END GARAGE,

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). 786-46

SOLVE YOUR PRESENT TRANSPORT PROBLEMS

BY CONSIDERING THE FOLLOWING

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EACH UNREGISTERED AND CARRYING MAKERS GUARANTEE—

8-TON BEDFORD-SCAMMELL TRACTOR UNIT.

PETROL ENGINE.

£1,175.

6-TON LONG-WHEELBASE PLATFORM PETROL ENGINE.

£995.

7-TON LONG-WHEELBASE DROP-SIDE LEYLAND DIESEL.

£1,725.

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AUTORAMA.

799-835 CHESTER ROAD.

STRETFORD, MANCHESTER.

Phone, Trafford Park 3315.

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Used Goods Vehicles (contd.)

WILDE AND BENNETT LTD.

BRAND-NEW COMMER TS3, Albion Chieftain with semi-trailer, A licence, £1,100. Metropolitan, South Eastern and Northern areas.

BRAND-NEW BEDFORD-SCAMMELL tractor and A York semi-trailer, with special A licence Northern areas.

BRAND-NEW BEDFORD diesel 7-ton long-wheelbase lorry, with special A licence, North West areas.

1955 LEYLAND Octopus 15-ton 8-wheel lorry, 25-ft flat, air brakes, etc., excellent condition.

1955 LEYLAND Octopus 15-ton 8-wheel lorry, 25-ft flat, air brakes, etc., excellent condition.

1956 Model GUY Otter 6-ton long-wheelbase lorry, Eaton 2-speed axle, 18-ft. platform, excellent condition, only £695, or available with special A licence.

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S. HUGHES (COMMERCIAL), LTD.

LODGE GARAGE,
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Phone, Dudley Hill 1144-9.

OFFER FOR IMMEDIATE DELIVERY:-

NEW VEHICLES.

- E.R.F.** 6LW, 5-speed box, double-drive 8-wheeler chassis and cab.
E.R.F. 6LW Twin Steer.
E.R.F. 4.4(G) Eaton 2-speed chassis and cab.
A.E.C. 9.6 single-drive 8-wheeler chassis and cab.
A.E.C. Mercury Mark II chassis and cab.
A.E.C. Mercury chassis and cab, 14-ft. wheelbase, fitted with Milshaw gear.
FODEN, 6LW, double-drive, 12-speed box, air brakes, 8-wheeler chassis and cab.
FODEN latest-type 2-stroke, unladen weight 6 tons 10 cwt.
LEYLAND Comet 20-ft. chassis and cab.
A LYLAND Clydesdale, 18-ft., 6-in. and 22-ft. bodies. Special discounts to clear.
A LYLAND Chieftains, 19-ft. bodies, latest type; immediate delivery.

USED 8-WHEELERS.

- 1955** LYLAND, 600 engine, double drive, 24-ft. flat.
1954 A.E.C., 9.6 double-drive, 24-ft. drop-sided body.
1952 FODEN, 2-stroke latest Mark V engine, double drive, first-class machine.
1952 ALBION heavy-duty 8-wheeler, 24-ft. flat.
1951 LYLAND, 600 engine, double drive, 24-ft. flat.
1950 FODEN 8-wheeler, 6LW, double-drive; choice of three.
1950 MAUDSLAY 8-wheeler, 24-ft. flat, 6LW, double drive.
1948 E.R.F., 6LW, double drive; choice of two.
1946 ATKINSON 8-wheeler, 6LW, double drive.
CHOICE of 10, 1938 onwards, E.R.F., Foden, etc.
- TIPPERS.**
- 1955** THORNYCROFT Sturdy short-wheelbase tipper, fitted Anthony hoist gear and steel body.
1954 55 BEDFORD A-type, petrol, fitted with new gears, medium wheelbase.
1948 FODEN, 6LW, double-drive, fitted with new Milshaw gear and stabilizers, 18-ft. body.
1948 DENNIS Max medium-wheelbase tipper.
1953 A.E.C., 9.6, double drive, 5-speed box, fitted with new Milshaw gear and stabilizers, 22-ft. alloy body.
1950 FODEN, reconditioned engine, 6LW, 5-speed double drive, fitted with new Milshaw gear and 22-ft. body.
1948 A.E.C., 9.6, 8-wheeler, fitted with Pilot gear and 20-ft. body, cheap to clear.
A Number of E.R.F., fitted with medium and short wheelbase, 1945-48.

USED 6-WHEELERS.

- 1956** ALBION Reiver, fitted Leyland Comet engine, 22-ft. 6-in. drop-sided body.
1951 SENTINEL 6-wheeler direct injection.
1948 DENNIS, fitted with 22-ft. 6-in. body, double drive.

USED TWIN STEERS.

- 1954** ATKINSON chassis and cab, long wheelbase.
1948 49 MAUDSLAY Twin Steers, 7.7 engines, 5-speed box.
1939 E.R.F., SLW, 21-ft. body.

USED 4-WHEELERS.

- 1957** COMMER 2-stroke, 9.00 tyres, 18-ft. 6-in. body, 5-speed box, immaculate.
1955 SEDDON, Perkins P6, with 18-ft. body.
1955 COMMER 2-stroke, 19-ft. 6-in. body.
1952 MAUDSLAY, 20-ft. flat, £775.
1951 ALBION heavy-duty, trailer model, in first-class condition.
1950 SEDDON, Perkins P6, choice of three, £350 each.
A Number of 1950 SENTINEL 4-wheelers from £200 each.
1948 ALBION CX, choice of four, good machines, from £250 each.
1947 48 MAUDSLAY long-wheelbase, 7.7 and 4LW engines, 1-ton each.
1945 48 E.R.F., fitted with 7.7 and 4LW, mostly fitted trailer brakes, choice of 10 from £350 each.
1953 E.R.F. 4LK drop-sided lorry.
1951 ALBION Chieftain flat platform.
1950 ATKINSON 4LK.

USED TRACTORS.

- 1956** ATKINSON T746 tractor, 6LW, 70,000 miles.
1948 SCAMMELL, 6LW.
1942 SCAMMELL, 6LW, 45-tonner.

USED ARTICULATED.

- 1955** SEDDON, R6, fitted with 22-ft. Carrimore trailer.

(Continued in next column)

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ALL classes of articulated and 4-wheeled trailers.

SPARES for all types, E.R.F., A.E.C., Foden, including engines, 7.7 Perkins P6, Perkins R6, 4, 5 and 6LW, 9.6 A.E.C., DIFFERENTIALS and gearboxes for all models, cheap D to clear.

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SPARE PARTS DEPOT,
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SCOTLAND:

A. L. K. SIMPSON, ALVA 254. 786-55

W. H. HAROLD PERRY, LTD.

STATION BRIDGE,

WEALDSTONE, MIDDLESEX.

1957 B.M.C. AUSTIN 7-cu.-yd. diesel tipper, reinforced floor, power steering. Eaton 2-speed axle £1,495.
1956 ThAMES 5-ton ET7 boxvan, £365.

1955 ThAMES P6, articulated boxvan body, £1,050.

1953 ThAMES 5-cwt. van, blue, £175.

1953 ThAMES 5-cwt. van, green, £175.

1952 ThAMES 5-cwt. truck, £195.

1957 ThAMES 5-cwt. van, £345.

1955 ThAMES 5-cwt. van, £275.

1950 ThAMES 5-cwt. van, £145.

1955 ThAMES 10-cwt. van, green, £220.

1955 ThAMES 10-cwt. van, blue, £220.

1952 ThAMES 10-cwt. coachbuilt van, £195.

1952 ThAMES 10-cwt. truck, £150.

1952 ThAMES 10-cwt. Luton van, £225.

1956 BEDFORD 15-cwt. van, black, £345.

1957 BEDFORD Kenex Aristocrat Utiliblack, £535.

1955 ThAMES 30-cwt. van, £345.

EX-DEMONSTRATOR 1957 ThAMES Trader, 5-ton, 152-in. wheelbase, 4-cylinder diesel-engined truck, cab painted red, £1,050.

HARROW 1031.

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS,

AND TO

5.30 P.M. SATURDAYS.

786-234

JEFFREYS SWANSEA.

1945 FODEN double-drop-side DG6-15 8-wheeler.

1947 FODEN single-drop-side DG6-15 8-wheeler.

A.E.C. 8-wheeler, rebuilt 1957.

1953 SEDDON short-wheelbase tipper, reconditioned 1958.

1954 DODGE Diesel, tipper, with 2-speed axle.

1955 ALBION Chieftain, alloy framed platform

1956 BEDFORD 5-ton short-wheelbase Diesel tipper.

BEDFORD Luton van, new body, reconditioned chassis.

JEFFREYS.

COMMERCIAL MOTORS,

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PORT TALBOT. PHONE 2892.

NEATH ROAD,

SWANSEA 7288, 71859.

786-6824

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COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, October, 1955, 8-wheeler, long wheelbase.

Model L1586A, 11.3 A.E.C. engine, air brakes, excellent condition throughout, painted to customer's instructions, three month's guarantee, £3,300.

COMMER Diesel tipper, 1954, good condition, £595.

DODGE 1950 P6 long-wheelbase drop-side truck, tyres fair, £300.

SEDDON 1954 Mk. 5L tipper, good condition, £700.

BEDFORD 1955 diesel tipper, very good condition, £625.

FORD Thame diesel truck, 1955, one owner, first-class condition, £625.

UNIORN diesel long-wheelbase drop-side, 1953, first-class condition, £625.

FORD 1953, P6, cattle truck body, tyres fair, £500.

A Selection of 1959-61 BEDFORD long-wheelbase Diesel tippers, fair condition, available at £195 each.

ATKINSON, DODGE, SEDDON, FORD.

STAFFORD STREET,

BEDMINSTER, BRISTOL, 3.

Phone 6-4661.

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SUMMIT WORKS,

BURNLEY.

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PRESTON STREET, BRADFORD, 7.

Preston 2377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.

PENDLETON 2845-6.

LARGE SELECTION OF USED VEHICLES IN STOCK.
VISIT OUR USED VEHICLE PARK AT SUMMIT WORKS, BURNLEY.

1958 FODEN 8-wheel, 24-ft. 6-in. flat, 2-stroke engine, double drive.

1957 FODEN 8-wheel, 24-ft. 6-in. flat, 9.6 engine, 4L.A.C. Mackie twin steers, 22-ft. 6-in. flat.

1957 ALBION Aberdonian coaches, 41-seater Plaxton bodies.

1957 FORD Thames with 17-ft. 6-in. body and 4D-engine.

1956 GLY 8-wheel tipper, 22-ft. alloy U body.

1955 A.E.C. Mercury Mk. 1, tipper, 12-ft. 6-in. long, 6L.W. engine, 5-ton, box.

1954 A.E.C. Mammoth Major 8-wheel tippers, 22-ft. 6-in. bodies, 11.3 and 9.6 engines, choice of two.

1954 BEDFORD-SCAMMELL tractors, choice of six.

1953 SEDDON P6 engine, 16-ft. extension body, choice of two.

1951 FODEN, Gardner 4LK, 16-ft. body with 18-in. sideboards.

1951 DODGE 5-tonner, Perkins P6 engine, 16-ft. 6-in. timber body.

1951 LEYLAND Octopus tipper, 21-ft. body, 3-ft. drop-side, 600 engine, double drive, 5-speed gearbox.

1951 E.R.F. 24-ft. 6-in. body, 6L.W. Gardner.

1951 ALBION Chieftain 17-ft. flat, 4-cylinder Albion engine.

1949 THORNYCROFT 8-wheel, 24-ft. timber body.

1949 THORNYCROFT Trusty, 8-wheel, 24-ft. 6-in. body, double drive, Albion oil engine.

1948 ALBION 8-wheel, 24-ft. 6-in. body, Albion oil engine, double drive.

1946 FODEN booster box.

1946 FODEN, single drive, 6L.W.

1945 FODEN 8-wheel, 24-ft. 6-in. body.

1944 FODEN, Gardner double drive, 6L.W.

CHOICE of Maudslay Moguls, Mustangs and Militants; also E.R.F. twin steers.

CHARLES WENSLEY AND SONS, LTD.

OFFER THE FOLLOWING:-

1950 BEDFORD 5-ton short-wheelbase tipper, wooden body, £150.

1947 AUSTIN 5-ton long-wheelbase tipper, new engine £122.

1946 MORRIS 5-ton long-wheelbase platform truck, £140.

1949 FORDON 5-ton long-wheelbase drop-side truck, new engine, wet tyres, £325.

HIRE-PURCHASE and INVESTMENT ON THE SPOT. Lower H.D.P. deposits and terms you can afford.

CHARLES WENSLEY AND SONS, LTD.

MAIN VAUXHALL AND BEDFORD DEALERS,

INGS ROAD, WAKEFIELD.

Phone 2294-5, 3371.

786-10

THE GREATEST BUY.

GUY Otter, first registered 1955, Gardner 4LK, 2-speed axle, 17-ft. platform, 4-speed gearbox, with 3-ton N.W. licence, choice of two.

GUY Otter, first registered 1955, Perkins P6, 2-speed axle, 18-ft. 6-in. platform, 4-speed gearbox, choice of two.

GUY Invincible 8-wheeler, Meadows 10-litre, new Bowyer cab, single drive, 5-speed gearbox, air brakes, 10,000 by 20 tyres, 15-ft. 9-in. wheelbase, first registered.

GUY Wasp, 15-ft. 9-in. wheelbase, first registered 1950 by 20 tyres, 20-ft. platform and canopy.

COMMER TS3, not registered, ex demonstrator, 5-speed gearbox, 20-ft. platform, Primrose third axle, 9,000 by 20 tyres.

E.R.F. First registered 1947, Gardner 5LW, twin underfloor tipper, 12-ft. body.

H.P. FACILITIES AVAILABLE.

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1954 DENNIS Stork diesel 3-ton van, one owner, £475.

1956 SEDDON 3-ton diesel truck and tilt, £550.

1954 BEDFORD 8-ton Scammell unit, diesel, with 2-speed gearbox, £775.

1956 Model BEDFORD 5-ton petrol truck, good condition, choice of two, £575.

1954 BEDFORD 3-ton petrol truck, one owner, £550.

1952 BEDFORD 3-ton integral van, one owner, £263.

1950 BEDFORD 5-ton long-wheelbase tipper, £195.

SLECTION 10-12-cwt. vans, Dormobiles, etc.

786-277

B43

Used Goods Vehicles (contd.)

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DIESEL trucks.

LATEST shape COMMER TS3 long-wheelbase heavy Roots diesel, 5-speed, air-brakes, 900 x 20, list. December, E.R.F. 66G 6-wheeler, 24-ft. drop-sider, low mileage, original 40 x 8 tyres with 6 ton 12 cwt., S.A. licence, Eastern, £500. FORD 4D short-wheelbase tipper, £475. **1956** DENNIS Stork 15-ft. drop-sider, £425. **1955** Rebuilt A.E.C. 8-wheeler long-wheelbase alloy tipper, new tyres, taxed, £1,250. **1955** E.R.F. medium-wheelbase tipper, 5LW, latest 557 gearbox, etc., with 5 tons 5 cwt. S.A. licence Eastern, £2,050. **1948** DENNIS Max 18-ft. platform, £325. **1945** SEDDON Carrimore 21ft. platform articulated unit, 10-12-tonner, £650. **1951** COMMER Q4 tractor unit, perpetuity, P6 8.25 cwt. coupling, complete with two trailers; one 20-ft. platform, 16-ft. lorry, one low-loading 16-ft. machinery carrier, £385, the lot. **1950** DODGE 105, 17-ft. platform, £275. **1950** VULCAN, 17-ft. platform, £325. **1949** JENSEN 6-ton, 23-ft. alloy platform, ideal caravan transporter or bulky loads, £345. **1945** MAUDSLAY, 18-ft. platform, rough, £125. **1940** FODEN, 16-ft. platform, £195. **1940** E.R.F. twin-steering 6-wheeler, light model, fitted 4LW, £425. **1946** ALBION CX1, Albion 4-cyl. Diesel, 16-ft. platform, good runner, £200.

PETROL trucks.

1956 B.M.C. 6-ton normal control 6-yd. tipper, £475. (Registered) **1956** COMMER QX 7-ton, 18-ft. platform, £275. **SEVERAL** 5- and 6-cu.-yd. petrol tippers, from £75. **1954** (Registered) COMMER QX short-wheelbase tipper, £275. **1951** COMMER Q3 13-ft. drop-sider, £125. **1950** COMMER QX underfloor 16-ft. 6-in. drop-sider, £175. **1950** BEDFORD 5-ton long-wheelbase drop-sider, one C licence owner, £150. **1949** COMMER Q4 long-wheelbase drop-sider, £375. **1954** COMMER Q5 short-wheelbase with breakdown body, £225. **C**HEVROLET breakdown 4 by 4, twin Gar Wood long jibs, £350.

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10-CU-YD. steel body, double-steel, drop-sider, 18-ft. long with twin jibs, underfloor hoist off twice steering. Foden, very little used, £150. **N**EW 4-cu.-yd. steel U-shaped bodies with Edbro 2LN tipping gear, suitable Ford 4D, bargain, £145. **T**RADE inquiries invited. Open Sunday mornings.

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1955 AUSTIN A30 van with raised roof. **1950** AUSTIN A40 van; choice of two. **1953** AUSTIN 25-cwt. van; also one other.

BEDFORD.

1956 BEDFORD 10-12-cwt. van; choice of one other.

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1956 DODGE 5-ton 106A P6 diesel truck; also 1951 model. **1955** DODGE 7-ton 146R6 diesel boxvan. **1952** DODGE 103A P6 10-ton articulator complete with platform trailer.

FORDSON.

1957 FORDSON 5-cwt. van; choice of several others. **1956** FORDSON 7-cwt. van. **1954** FORDSON 10-cwt. gown van; choice of several other vans.

MORRIS.

1957 15-cwt. J2 van.

VOLKSWAGEN.

1956 VOLKSWAGEN van in blue.

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Used Goods Vehicles (contd.)

WELCH'S GARAGE (STAPLEFORD), LTD.
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NEW VEHICLES.

BEDFORD 10-ton tractor, 300 diesel, Scammell coupling (diesel type), 10-ply tyres. **B**EDFORD 7-ton long-wheelbase truck, 300 diesel, 900 by 20 tyres. **B**EDFORD C.A. van, in primer.

BEDFORD C.A. Utilibake, colour to choice.

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1955 BEDFORD Dormobile, exceptional condition all round, one owner, £385. **1955** BEDFORD 7-ton van, 10-cwt., very clean, one owner, never carried any weight, £275. (With paint to choice of colour, £300.)

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1950 AUSTIN 5-ton long-wheelbase Loadstar chassis and cab, nearly new P6, complete set of new tyres all round, £225. **1949** BEDFORD 5-ton O-type long-wheelbase with Edbro twin-ram tipper and 4D diesel engine.

1946 AUSTIN 29-seater coach, very clean and sound all round, above average, ready for immediate use.

1949 AUSTIN 29-seater coach, very clean and sound all round, above average, ready for immediate use.

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AUSTIN 5-ton long-wheelbase truck, 1949, good tyres, £125.

JEN TUG, 11,000 miles, 500-cu.-ft. van body.

COMMER Q4 1954-5 long-wheelbase truck, £325.

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NEW MORRIS B.M.C. 7-ton diesel short-wheelbase chassis and cab, £1,400. 11s. 8d.

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1948 A.E.C. 10-ton long-wheelbase, special A.

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B45

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1956 BEDFORD 10-12-cwt. CAV van, reconditioned and repainted, immaculate. **1953** FORD 10-cwt. gown van, good order and appearance. **1957** FORD 7-cwt. van, plain green, extra seat, wipers, etc. **1956** MORRIS 1-ton van, low mileage. **1958** COMMER 15-cwt. diesel Superpoise with special gown van body, 4,000 miles only.

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1956 AUSTIN A40 pick-up truck, 20,000 miles, very clean vehicle.

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1938 E.R.F. 8-cu.-yd. hydraulic tipper, Gardner 4LW Diesel engine.

NEW vehicles.

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COLES 5-ton crane, diesel, very good condition, £2,950.
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1945 ATKINSON 8-wheel box-van, 24 ft. DD, 7.7 cwt., £500.
1948 FODEN 6-wheeler, 6LW, 5-speed box, DD, £450.
1948 FODEN 6-wheeler, 6LW, 5-speed box, DD, £400.
1948 FODEN 6-wheeler, 6LW, 5-speed box, £350.
1948 FODEN 4-wheeler, 6LW, drop-side body, 18 ft. 6 in., £250.
1951 FODEN 6-wheeler, 6LW reconditioned engine, £1,250.
1944 E.R.F. 4-wheeler, 6LW, 5-speed box, very good condition, £350.
1944 E.R.F. unit, 6LW, 5-speed box, S.A.E. coupling, two trailers for above, 22 ft. and 25 ft., £450.
1946 A.E.C. 4-wheeler, 7.7 engine, £300.
1947 A.E.C. 4-wheeler, 7.7 engine, £350.
1950 FORD tractor and trailer, four-in-line, P6 engine, £250.
1948 SEDDON, drop-side body, 4-wheeler, P6 engine, £275.
1947 ALBION 7-ton, P6 engine, drop-side body, £175.

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1958 BEDFORD 15-cwt. furniture van, mileage 7,000, in new condition.
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1955 AUSTIN A40 van.
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USED **G**OODS **V**EHICLES.

TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS,
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TWO new and unregistered FODEN 8-wheelers, fitted with 6LW Gardner engines, double-drive rear axles, 9.00 by 20 14-ply tyres, air braking, 24-ft. platform bodies. **ONE** FODEN 1951 8-wheeler, 6-cylinder engine, 24-ft. platform body, 9.00 by 20 tyres, very clean. **ONE** 1951 and 1954 FODEN 8-wheelers, 6-cylinder engines, fitted with F10 tipping gear, on 9.00 by 20 tyres, wooden 22-cwt. bodies, medium wheelbase. **1948**-50 4-wheel MAUDSLAYS, 20-ft. platforms, choice of seven. **SEVERAL** 1953 to 1955 A.E.C. Mammoth Majors, 8-wheelers, 9.6-litre engines, double-drive rear axles, U-7 Pilot tippers, 21-ft. wooden bodies, 16-ft. 9-in. wheelbase, perfect condition.

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1958 BEDFORD CA van, low mileage, £460.
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BEDFORD 1953 CA van, £195.
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BEDFORD 1947 long-wheelbase truck, £125.

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A.E.C. Regal 1937 ex-B.C.C. wireless equipment vehicle, very good condition, £200.

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"THE COMMERCIAL VEHICLE SPECIALISTS"
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FORD 1954, 5-cwt. van, well shod, good general condition, wooden body, cheap.
MAUDSLAY twin-tipped, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body in very good condition.
SENTINEL, 1954, light 6-wheeler with 21-ft. drop-side body, servo brakes, 4-cylinder D.I. engine, in excellent condition.

PART-EXCHANGES. **HIRE-PURCHASE.**

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1956 145 AR6 DODGE coal tipper.

1953 MORRIS 5-ton diesel.

1954 BEDFORD tractor unit.

NEW THORNYCROFT Swiftshorne chassis-cab.

NEW E.R.F. 6R(G) chassis-cab.

1951 FORD Thames tipper, P6.

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1955 4-ton long-wheelbase Baico extension 4D platform truck, chassis ideal for pantechnicon body, £425.

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BEDFORD 5-yd. tipper, wooden body, petrol engine, £115.

AUSTIN 5-ton long-wheelbase truck, excellent body, petrol engine, four new tyres, ready to go to work, £135.

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£135. VULCAN 6-ton diesel, taxed.

1919 SEDDON 6-ton diesel lorry.

£185. 1950 FODEN 6-ton lorry, 4LK engine.

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1952 BEDFORD 10-ton S-type Scammell tractor, cab, shabby, £100.

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1955 BEDFORD, Rd modified engine, long-wheelbase coal carrying 900 by 20 tyres.

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OFFER THE FOLLOWING SELECTION OF USED VEHICLES:-

1955 THAMES 5-cwt. van, clean vehicle, £295.

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Thames 5-cwt. vans from £300.

Thames 5-cwt. van, as new, 2,000 miles only, £385.

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AUSTIN A30 van, windows and seats, £365.

BEDFORD 5-ton long-wheelbase truck, steel-lined body, £260.

10% deposit or hire-purchase facilities to suit your needs.

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FORD Trader 4D 4-ton chassis, fitted 1,150-cu.-ft. body, new and unregistered, £1,320.

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1953 Gardner engine, 10-cu.-yd. wooden body, very good condition, £195.

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MORRIS 5-ton van, fitted 1,000-cu.-ft. low-loader, £135.

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(Late) **VULCAN** with P6 diesel engine, long-wheelbase alloy body, in very clean condition, £1,250.

1948 5-ton long-wheelbase twin-ram, 5-ton petrol tipper, in fair condition, £60.

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1949 LEYLAND Comet with 17-ft. cattle container in first-class condition throughout.

1949 LEYLAND 6-wheel platform truck.

1955 LEYLAND Comet forward-control 20-ft. platform truck, new condition.

MORRIS diesel platform truck.

FAVOURABLE H.P. terms. Insurance arranged immediately.

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1948 FODEN 8-wheeler, reconditioned Gardner engine, oil boost brakes, £1,125.

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1953 ALBION 8-tonner, fitted with 20-ft. body, £400.

1949 E.R.F., fitted with 17-ft. 6-in. body, £495.

1948 FORD long-wheelbase truck, £135.

1949 JENSEN, fitted with 21-ft. body, £295.

1948 VULANT tractor unit, fitted with 18-ft. trailer, B.T.C. coupling, £550.

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DODGE Scammell, 1955, 10-ton, P6 engine, Eaton axle, with 24-ft. scammell semi-trailer, perfect.

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MAUDSLAY 1948 4-wheel 13-ft. tipper, 4LW engine, good order, £350.

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1948 **SEDDON-SCAMMELL** articulated unit, P6, £1,250.

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ALL these vehicles are working locally and can be seen any time.

W. H. SHORT, LTD., Newthorpe, Notts. Kimberley W. 2391.

1958 GUY Warrior with Primrose third axle attachment, Meadows engine, 5-speed gearbox, 2-speed axle, air brakes, 25-ft. alloy flat, genuine mileage 28,000, £2,200.

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1949, Sept., **AUSTIN** 25-cwt. 3-way van* .. £85

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1950, May, **MORRIS** J 10-cwt. van* .. £90

1954, Dec., **FORDSON** 10-cwt. van .. £225

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1949, Nov., **MORRIS** P.V. 15-20-cwt. van* .. £80

1949, Jan., **AUSTIN** 2-ton van* .. £105

1949, Dec., **MORRIS** P.V. 15-20-cwt. van* .. £80

1949, July, **AUSTIN** 25-cwt. coachbuilt van* .. £85

* Maintained in our own workshop.

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SEDDON, **C**ar, Pil-
owner, opp

BEDFORD upper,

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67 since almost min

BEDFORD en-

ALBION A tipper,

AUSTIN A tipper,

for work.

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1958

6520, a b

1953

1951

1951

Used Goods Vehicles (contd.)

JACKSONS FOR MODERN SELECTED VEHICLES.

SEDDON, 1956, latest wrap-round screen, fibre-glass cab. Pilot body and gears, alloy deep-sided body, one owner, opportunity to buy almost a new vehicle.
BEDFORD 1951 model, 6-ton long-wheelbase, diesel tipper, R6 engine, one owner, ready for work.
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BEDFORD 1955, 5-ton short-wheelbase tipper, P6 engine, good order.
ALBION Chieftain, 1951, 7-ton short-wheelbase diesel tipper, steel square body, one owner.
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O. T. JACKSON MOTORS, LTD.

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1958 15-cwt. Thames builders' truck, customer exchanged to larger FORD truck, new price £620, a bargain, £495.
1953 FORD 3-ton truck, converted to diesel, 16,000 miles ago, reconditioned, £375.
1951 DODGE long-wheelbase diesel truck, fitted except condenser, £165.
1951 DODGE 1-ton chassis, Diesel truck, fitted Eaton 2-speed axle, £395.
1948 BEDFORD 6-cwt. van, good order, £125.
1954 FORD 5-cwt. van, factory reconditioned engine fitted, £180.

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1949 FODEN 8-wheeler, 6LW.
1954 5-ton AUSTIN, petrol.
1954 7-ton GUY, Perkins P6.
1950 COMMER cattle truck, petrol, one owner.
1954 COMMER Superpoise diesel 4.5-tonner.
1956 BEDFORD flats, 7-ton, diesel.
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SAYERS GARAGE, Brough, Westmorland. Brough 203.
1957 BEDFORD 6-ton Diesel, 18-ft. 6-in. platform, very clean.
1955 B.M.C. 6-wheeler, Boys extension, 2-speed axle.
1951 BEDFORD 7-ton petrol long-wheelbase, platform.
1951 FORD ET6 long-wheelbase P6 tipper.
1950 BEDFORD 1-ton van.
1950 Registered E.R.F. long-wheelbase, 4-cylinder, 5-speed box.
1950 SEDDON long-wheelbase, platform, 5-speed box.
1947 VULCAN long-wheelbase, platform.
1947 E.R.F., 7.7 engine, 5-speed box, 18-ft. platform.
1944 JUMBO crane mounted on BEDFORD QL chassis.
J. W. RATCLIFFE AND SONS, LTD., Low Bank Road Garage, Ashton-in-Makerfield. Phone 749-766-261.

1956 FORD 4D diesel 3-ton, Baico extended chassis, 18-ft. 6-in. body, immaculate condition, £450.
1954 COMMER 25-cwt. van, chromium bore engine, excellent machine, £295.
1954 BEDFORD A-type 5-ton chassis and cab, Baico extended chassis, 18 ft. behind driver, well tyred, would take large Luton van, first-class machine, £195.
BEDFORD QL 7-ton breakdown truck, front-wheel drive, complete with wind-up and 5-ton Harvey Frost double-lift crane, £225. Wigan Rd., Bolton. Phone, day, 598-1125; after hours, 6479 Bolton. 786-161.

SELLERS FOR ALBION, LEYLAND, THAMES, TELEHOIST AND SYNDROMIC.
THE RELIANCE GARAGE CO. (BRIGHOUSE), LTD., Brighouse, Yorks. Phone 1677-8-9. 786-367.

CHANDLERS MOTORS, LTD.

TRUCKS and units.

1955 BEDFORD A-type Scammell petrol unit, C-licenced operator, £400.
1953 BEDFORD A-type truck, in first-class order, £320.
1951 BEDFORD diesel 5-ton drop-side truck, £225.

TIPPERS.

1955 BEDFORD A-type 5-ton short-wheelbase tipper, 5-yd. body, in excellent condition, £460.
1954 BEDFORD 5-ton short-wheelbase tipper, Anthony hoist, steel body, choice of two, £380.
1950 AUSTIN Loadstar long-wheelbase tipper, £150.

LUTON vans and pantechnicons.

1954 AUSTIN 3-way van, C-licenced operator, first-class condition, £165.
1954 BEDFORD 5-ton boxvan, 1,000 cu. ft., £300.
1954 FORD 4-cylinder 800-cu.-ft. pantechnicon, C-licenced operator, in excellent condition, £400.
1954 AUSTIN 5-ton pantechnicon, 1,100 cu. ft., with drop well, plywood bottom, excellent condition, £400.
1952 BEDFORD 5-ton 1,000-cu.-ft. pantechnicon, Plywood body with drop well, C-licenced operator, unladen weight 2 tons 18 cwt., £325.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GE 2033-4.

Used Goods Vehicles (contd.)

MAYDAY MOTORS, LTD. DODGE DISTRIBUTORS.

NEW DODGE long-wheelbase forward-control 7-ton truck, 19-ft. 6-in. body length, Model 3146Y.
1952 BEDFORD 10-ton long-wheelbase, Diesel Loadstar platform truck, recently fitted new engine, tyres approximately 80% new, first-class condition, £280.
1955 DODGE 7-ton tipper from £450.

1956 COMMER Cob utility, in first-class condition, £430.

1956 COMMER 10-cwt. diesel van, first-class condition, £590.

MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 786-285

E. RAYMENT, LTD.

DODGE DISTRIBUTORS FOR EAST LONDON.
DODGE 101 5-ton trucks, platforms and vans, diesel or petrol, cheap to clear.

DODGE 1954 7-ton (diesel) truck, repainted, in good condition, £875.

DODGE 5-ton (petrol) truck, £165.

DODGE 1955 7-ton (diesel) 6-cu.-yd. steel-bodied Anthony tipper, first-class condition.

BEDFORD 1949 (petrol) O-model Scammell tractor.

BEDFORD 1952 (petrol) S-model Scammell tractor.

NEW DODGE fully forward- and normal-control vehicles for early delivery.

NEW Perkins engines and exchange units from stock.

324-340 ROMFORD RD., London, E.7. Maryland 324-4772-3-4.

E. J. BAKER AND CO. (DORKING), LTD.
42 BIRCHETT ROAD, ALDESHOT.
Phone 776-7-8.

BEDFORD 1954 long-wheelbase truck, low mileage, fitted dashers and heater, first-class condition, ex-C licence, £585.

FORDSON 1951 5-ton long-wheelbase truck, £150.

DODGE 1946 5-ton short-wheelbase steel body, drop-side and underfloor gear, £120.

BEDFORD 1945 long-wheelbase drop-side truck, £50.

FORD Thame van (December, 1956), green, unwritten, very clean, owner driven, £20.

BEDFORD, 1951, 10,000 miles only, ex-C licence, £425, and a choice of several other Bedford CA vans, from £250.

AUSTIN 1953 A40 van, repainted, green, excellent condition, £200.

PRIDEAUX (BARNSTAPLE), LTD., offer a wide selection of used Diesel and petrol-engined trucks, vans and pick-ups, mostly reconditioned and guaranteed.

PRIDEAUX, "The Austin People." Phone, Barnstaple 3038; evenings 3836. 786-6742.

MYERS COMMERCIALS, LTD., Olympia Buildings, Bradford. Phone 31726. New and used vehicles.

COMET 75 short-wheelbase 7-cu.-yd. tipper, Pilot twin-ram underfloor tipping gear, well shod, reconditioned throughout, very fine machine, £650. Also

7-TON short-wheelbase truck, 7-cu.-yd. tipper, petrol, in excellent mechanical order, £275. H.P. facilities, Saward, George Inn, Newport Pagnell, Bucks. 786-447.

GUY Otter long-wheelbase, Gardner 4LK engine, Eaton 2-speed axle, £275 or offer. 1949 Bedford 5-ton long-wheelbase twin ram tipper, £150 or offer. Room wanted. Phone, Sheffield 39292. 786-2936.

COMET 75 short-wheelbase 7-cu.-yd. tipper, Pilot twin-ram underfloor tipping gear, well shod, reconditioned throughout, very fine machine, £650. Also

7-TON short-wheelbase truck, 7-cu.-yd. tipper, petrol, in excellent mechanical order, £275. H.P. facilities, Saward, George Inn, Newport Pagnell, Bucks. 786-447.

1951 GUY Otter long-wheelbase, Gardner 4LK engine, Eaton 2-speed axle, £275 or offer. 1949 Bedford 5-ton long-wheelbase twin ram tipper, £150 or offer. Room wanted. Phone, Sheffield 39292. 786-2936.

1955 7-ton BEDFORD flat, reconditioned R6 engine, good 36 x 8 tyres, cheap for quick sale.

1953 SEDDON articulator, fitted Eaton 2-speed axle, 5-speed gearbox, £275. B.T.C. trailer.

1952 SEDDON 17-ft. platform, £175.

WEST TOWN DIESELS, Broad St. Garage, Dewsbury. Phone 3504. 786-155.

1951 FORD Trader 3-tonner, P6 diesel, £250.

NUMEROUS 5-ton tippers available.

25 Used vans in stock from 8 to 20 cwt.

BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4664 (10 lines). 786-144.

H. TAYLOR AND CO., LTD.

1956 AUSTIN A40 pick up, green, heater, £325.

1955 MORRIS Minor 1-ton van, grey, extra passenger seat, good tyres, one owner, wing mirrors, not sign-written, bodywork good, £295.

1954 November, MORRIS 10-cwt. van, J-type, £250.

1-2 THE CRESCENT, Surbiton. Elmbridge 0081. 786-167.

G. H. DUNNING,

BALLARDS YARD,
HIGH STREET, EDGWARE.

Edgware 2572.

OPEN WEEK-ENDS.

BEDFORD S-type 1953 6-yd. tipper, £395.

FODEN 8-wheeler 1945 6LW double-drive, booster box, £625.

FORD P6 5-ton long-wheelbase, £265.

FORD P6 Sussex, 18-ft. 6-in. platform, £275.

1952 DODGE P4 2-ton drop-side truck, excellent condition, £355.

1954 FORD 4D 4-ton long-wheelbase truck, £375.

1950 FORD P6 5-yd. drop-side tipper, £275.

12-TON Aveling Parker Diesel road roller, seen working with scarifier, £485.

VARIOUS other second-hand vehicles too numerous to mention. Please inquire.

786-265

November 21, 1956—THE COMMERCIAL MOTOR 53
(Supplement)

Used Goods Vehicles (contd.)

WHEATLEYS AND FARROWS, GARAGES, LTD.

DENNIS Max, 1950, long wheelbase, N.W. special A.

BEDFORD 1951 7-ton, petrol, long wheelbase.

DODGE, 1956, R6 engine, long wheelbase, Northern Area special A.

DODGE, 1956, P6 engine, long wheelbase.

BEDFORD artic., 1956, Scammell-coupling trailer.

BEDFORD special A.

BEDFORD-SCAMMELL ditto, Metropolitan special A.

A.E.C. 1936 6-wheeler, East Midland 6-ton 7-cwt.

SEDDON, Dodge, Austin, B.M.C., all models, new vehicles.

COMMERCIAL vehicles on H.P. or rental plan, highest allowance on part-exchange.

CONSULT THE SPECIALIST FIRST.

48 SCOTGATE.

STAMFORD, LINCS.

Phone, Stamford 2104-5. 786-398

1955, December, BEDFORD 7-ton long-wheelbase flat, fitted with Perkins Mark 2 R6 engine.

Registered **MAUDSLAY** Militant long flat platform, Gardner 4LW engine, £260.

MORRIS long-wheelbase diesel platform lorry

1951 GUY Wolf, petrol engine, 3-ton flat platform.

1947 GUY Wolf, petrol engine, 3-ton flat platform.

ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL AND BEDFORD DEALERS,

COUNTY ROAD, ORMSKIRK.

Phone, Ormskirk 2551-2.

After 8, Anfield 6001. 786-355

R. A. JORDAN, LTD.

MAIN DENNIS DISTRIBUTORS

(NO CONNECTION WITH ANY OTHER FIRM,
FOR GOOD USED VEHICLES).

1949 DENNIS Max, diesel, 5-speed, 19-ft. body, 36 by 8 tyres.

DENNIS Centaur 8-ton 18-ft. drop-side, 5-speed Eaton axle, one owner.

IVEL WORKS,

BIGGLESWADE.

Phone 2265. 786-305

1957 A50 van, blue, guaranteed, £425.

BEDFORD 7-ton drop-side truck, good tyres, guaranteed, £575.

BEDFORD 5-ton drop-side truck, guaranteed, £515.

FORD P6 tipper with steel body, good condition, £475.

CAMPBELL SYMONDS AND CO., LTD.

FORTY AVENUE, WEMBLEY.

Arnold 7771. 786-302

COM MOTORS, LTD.

BEDFORD 10-12-cwt. van, one owner, immaculate throughout, choice of two from £325.

MORRIS LD2 39-cwt. van, one owner, £395.

BEDFORD 3-ton Luton van, one owner, 800 cu. ft. capacity, £225.

AUSTIN 2-ton Loadstar boxvan, immaculate, £225.

SEDDON 6-ton long-wheelbase truck, Perkins, one C-licence owner, condition including tyres £400.

KARRIER Bantam tractor, fitted automatic coupling and two boxvan trailers of 700-cu.-ft. capacity each, complete outfit little used and immaculate.

LARGE variety of used commercial vehicles always available and covered by our three months' guarantee.

FORTRESS GROVE Fortress Rd., Kentish Town, London, N.W.5. Gulliver 5888-9. 786-324

COMMER 1953 insulated 5-ton meat container van. Service engine, retdried, painted to choice.

MORRIS 1950 forward-control 3-ton tipper, choice of 3.

BEDFORD 1954 tractor, Service engine, new tyres, painted to choice; suitable trailer can be supplied.

HILLMAN Husky, November, 1955, excellent condition.

COMMER Hands 12-ton diesel drop-sider, June, 1957, excellent condition, painted to choice.

MORRIS 1947 5-ton long-wheelbase drop-sider.

NEWCASTLE (STAFFS) MOTOR CO., LTD.

NEWCASTLE ROAD,

TRENT VALE, STOKE-ON-TRENT.

Phone 64621-2-3. 786-427

FRANK G. GATES, LTD.

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

1955 BEDFORD Dormobile, grey, red upholstery, superb condition, £395.

BEDFORD Scammell tractor, £95.

AUSTIN Loadstar, 5-ton truck, £195.

VANGUARD van chassis, body written off, £35.

1951 COMMER 7-ton forward-control truck, £195.

786-443

B47

Used Goods Vehicles (contd.)

TILBURY'S (SO'TON), LTD.
CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.
SEDDON DIESEL DISTRIBUTORS.
COMMER/KARRIER MAIN DEALERS (HEAVY).

PART EXCHANGE ARRANGED.

TERMS FROM 10%.

1956 B.M.C. 7-tonner, double drop-side, fitted with power steering and twin-speed axle, very clean condition.
1955 DODGE diesel 106, fitted with 17-ft. 6-in. platform alloy body and twin-speed axle, one owner excellent condition.
1955 (First registered August) SEDDON diesel Scammell tractor unit Mk. 8/R, fitted with de luxe cab, illuminated road indicator, fitted with modified R6 engine, excellent condition, can be recommended as above-average condition.
1950 E.R.F., fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout including mechanical condition.
1949 COMMER Supreme, Perkins diesel platform truck, considerably above-average condition.
ALWAYS in stock, diesel-engined vehicles between £200-£400.

1955 THORNCROFT Sturdy Special, CR6 engine, 900 by 20 tyres, 20-ft. double-drop-sided body, excellent condition.
1948 FODEN 6-wheel twin-tam tipper, 5LW, 15-ft. dropside body (wooden).
1950 MAUDSLAY Meritor 8-wheel, A.E.C. 9.6, 24-ft. 6-in. platform body, double-drop-sides.
1950 four MAUDSLAY Mustang, twin steer, A.E.C. 7.7 21-ft. platform, double-drop-sides, choice of
1956 SEDDON, P6 engine, long-wheelbase drop-sided truck, Eaton 2-speed axle, in excellent condition.
1951 COMMER short-wheelbase drop-sided tipper, petroil.

DUROSE GARAGE,

AUTHORIZED A.E.C. DEALERS,
LIVERPOOL ROAD,
NEWCASTLE, STAFFS.
ON THE A24.
Phone, Newcastle, Staffs, 52251.

786-435

EVANS AND KITCHEN, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN 1951 rebuilt 1950 5-ton long-wheelbase twin-tam tipper, P6 engine, £150.
AUSTIN 1955 4x4 pick-up, £250.
FORD 1957 5-ton van, 12,000 miles, £325.
AUSTIN 1948 2-ton platform lorry.
FORD 1947 5-ton tipper.

EVANS AND KITCHEN, LTD.

AUSTIN COMMERCIAL VEHICLES,
32 HORSEFAIR, BIRMINGHAM, 1.
Phone, Midland 2781.

786-445

1954 LAND ROVER, good condition, £375.
TWO 1955 LAND ROVERS, excellent condition, many extras, £450 each.
1954 LAND ROVER station wagon, many extras, immaculate condition, 14,500 miles only, £550.
1956 LAND ROVER, 107 in., fitted with Turner COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.
SPURLING MOTORS (CHISWICK), LTD., Spurling Corner, W.4. Phone, Chiswick 6741 (five lines).
1955 AUSTIN A40 van with windows, £310.
1956 BEDFORD Utiliblue, £415.
1956 MORRIS 10-cwt. van, excellent condition, £325.
1957 BEDFORD CA van, £385.
1948 ATKINSON 6-wheeler, 6LW.
1949 MORRIS 5-ton long-wheelbase drop-side truck, excellent condition, £100.
1950 BEDFORD 5-ton Luton, separate cab, £135.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley T. Rd., East, Oldbury, near Birmingham. Phone, Broadwell 1840

786-383

SOUTHERN COUNTIES GARAGES, LTD.
HIGH STREET, CRAWLEY, SUSSEX.
Phone 25666.

AUSTIN AND FORD COMMERCIALS.

NEW AUSTIN 4-ton van and pick-up.

NEW FORD 5-ton Thames Trader drop-side truck in stock.
OFFER the following vehicles, mostly carrying three months' written guarantee:—

1957 AUSTIN 152 van, low mileage, £495.
1956 FORD 5-cwt. van, duo tone, one owner, choice of two, £325.
1950 BEDFORD 5-ton cattle truck (container type), £200.
1955 FORD 10-cwt. van with windows, £275.
1955 FORD 4D 2.3-ton short-wheelbase drop-side truck, £425.
1956 FORD 10-cwt. van, one owner-driver, £295.
1957 FORD 10-cwt. van, £315.

786-413

Used Goods Vehicles (contd.)

S'PA GARAGES (LEEDS), LTD.
MEANWOOD ROAD,
LEEDS, 7.
Phone 34884.

1955 ALBION Reiver 6-wheeler, fitted with fully reconditioned Chieftain engine, £1,550.
1954 ALBION long-wheelbase, Baico extension, fitted P6, £451.
1953 VULCAN long-wheelbase, fitted P6, £345.
1952 BEDFORD long-wheelbase petrol 7-tonner.
1952 BEDFORD 4.5-ton long-wheelbase, petrol.
1951 COMMER long-wheelbase Superpoise, Perkins P6, excellent condition, £295.
1951 ALBION Chieftain, fitted with cattle truck body, £850.
1950 ALBION Chieftain long-wheelbase, £550.
Accounts settled, part-exchanges, H.P. arranged. 786-390

HAZLEMERE MOTOR CO.
(WALTHAM ABBEY), LTD.

Waltham Cross 2275-7.
BEDFORD DEALERS, FODEN DISTRIBUTORS, PERKINS SIGNHOLDERS.

1950 BEDFORD 5-ton tipper.
1950 FORD Thames truck, perfect job.
1954 FORD 5-ton diesel tipper, P6 engine.
1937 A.E.C. 6-wheeler, single drive, 7.7 reconditioned engine.
1942 A.E.C. Mammoth Major, 7.7 engine, 24-ft. platform, single drive.
1956 BEDFORD A-model diesel P6 tractor unit with 20-ft. Tasker platform trailer and low-loading trailer.
1956 BEDFORD A-model petrol long-wheelbase, 25-ft. Baico extension, fitted with 1,300-cu.-ft. all-metal all-wheel platform body.
1956 BEDFORD petrol long-wheelbase, 25-ft. Baico extension, chassis-cab.

PERCY D. SLEEMAN, LTD.
LONDON COMMER DEALERS.

1955 NEW COMMER Rootes diesel long-wheelbase, air brakes, drop-side truck, with special A licence.
1955 NEW COMMER Scammell coupling, air brakes, Rootes diesel.
1955 NEW COMMER Unipower 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform, painted, with or without special A licence.
1955 NEW COMMER 11-ton forward-control light diesel super-capacity van.
1955 NEW COMMER Express delivery van.
1949 FODEN 5-ton, SLW Gardner, platform, Metropolitan Area licence.
1939 FODEN Steer with Metropolitan licence 5 tons 17 cwt.
1953 E.R.F. 4-wheeler, 5 tons 6 cwt.

38 UXBRIDGE ROAD,
EALING, W.5.

Phone, Ealing 7987; Uxbridge 5022.
After hours, Western 1321.

786-364

TWO 1955 A.E.C. Mercurys, 21-ft. body, recently overhauled by A.E.C. of Southall, £1,250 each. One 1951 Albion and trailer (HD3), £700. These lorries are just what we expect Interiors Transport (London), Ltd., 504 Silwood St., Bermondsey, S.E.16. Bermondsey 2715-23.

CAPITAL MOTOR CO., LTD.

1954 MORRIS 5-cwt. van, blue, clean condition, £275.
1955 FORD 10-cwt. van, exceptionally clean, £235.

FORDSON V8 Luton van, good engine and tyres, £75.

1956 THAMES 5-cwt. van, good order and tyres, £275.

REMINGTON ST., City Rd., N.I. (Near Angel), Clerkenwell 7456.

786-319

J. CAMPBELL PARK, LTD., offer:—

1954 LEYLAND Comet tractor, fitted S.A.E. hitch.

1955 BEDFORD long-wheelbase drop-sided truck, petrol engine, ex-private firm, excellent condition with good tyres, £450; immediate delivery.

WE have the following coming in on January 1:—

THREE 1955 LEYLAND 8-wheelers, double drive, good condition, low mileage, at a bargain price.

CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331.

786-426

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W. JONES (MANCHESTER), LTD., 5 Marsden Court, W. Manchester, 4.
WANTED, commercial vehicles, all classes, 20 short-wheelbase tippers, and 20 long-wheelbase tippers, similar diesel-engined flats and tippers; also Bedford 30-cwt. 7-ton 1940-57. Also damaged late-model lorries suitable for rebuilding.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.
AFTER HOURS, 356.

786-175

WANTED urgent, all types of petrol and Diesel commercial vehicles, for dismantling for export.
BELGRAVE AUTOS, Belgrave Walk, Mitcham, Surrey. Phone, Mit 7691.

786-758

Used Goods Vehicles (contd.)

WANTED, late-model Albion, Atkinson, E.R.F., Foden, also petrol-engined vans trucks and tippers, 7 tons, Bedford preferred. Cash on sight. Distance no object.

O. T. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871.

SPECIAL A-LICENCE VEHICLES

PETERBOROUGH ENGINEERING CO.

1953 FODEN FG6/15 8-wheel, 6LW, 12-speed gearbox, 7 tons 2 cwt., Eastern or East Midland, £4,000.
1952 ALBION 8-wheel platform, 8 tons, East Midland, £3,500.
1946 E.R.F. 18-ft. drop-side, 4 tons 19 cwt., Eastern, £2,050.
1956 DODGE 106P6, 2 tons 17 cwt., Eastern, £1,650.

44 EYE ROAD,

PETERBOROUGH.
Phone 6161.

786-66

DON EVERALL (COMMERCIAL VEHICLES), LTD.

OFFER

ALL WITH SPECIAL A'S
WEST MIDLAND AREA.
BRAND-NEW BEDFORD diesel 7-ton long wheelbase, £1,250.
BRAND-NEW COMMER TS3 long wheelbase, £2,950.

1947 VULCAN long wheelbase, excellent condition, £1,495.

34 CLEVELAND ROAD,
WOLVERHAMPTON.
Phone 23212.

TERMS EXCHANGES. 786-87

HACKETT'S HAULAGE, LTD.

OFFER THE FOLLOWING

VEHICLES WITH SPECIAL A LICENCES:—

1955 6-ton ALBION 8-wheel South Western area.

1949 ALBION 6-wheeler, North Western, Eastern and South Western areas.

1955 FORD artic. Metropolitan or Midland area.

1957 B.M.C. artic platform, Metropolitan, North Western or South Western areas.

1957 B.M.C. R6 York 1,800-cu.-ft. van, Metropolitan, South Western and North Western areas.

1955 ALBION Chieftain 4-wheeler, Metropolitan, South Western and North Western areas.

TERMS AND EXCHANGES.

158 CROSS LANE,
SALFORD, 5.

Phone Pendleton 5333. 786-388

ALBION, 1950, 6-cylinder Diesel, unladen weight, North Western area, £1,475. Schofield, Accrington. Phone 3634-5. 786-6814

1946 E.R.F. Twin Steer, complete with special A licence, Metropolitan Area, 5 tons 6 cwt., P. and M. Kaye, Shoreditch 9211. 786-2828

TRAILERS, special A licences for sale, East Midlands and Metropolitan areas.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 786-128

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 5944-2.

SPECIAL A LICENCES, South Wales Area.

1956 LEYLAND twin steer, special A.

1955 E.R.F. 8-wheeler, special A.

1955 LEYLAND Octopus, special A.

1954 DODGE 7-tonner, 3 tons 9 cwt. special A.

EDDON distributors for Monmouthshire. 786-95

1952 Thornycroft Trident with Metropolitan special A licence, Box CM8625, care of "The Commercial Motor." 787-x2977

1958 GUY Warrior with Primrose third axle attachment, Meadows engine, 5-speed gearbox, 2-speed axle, air brakes, 25-ft. alloy flat, genuine mileage 28,000, with North Western special A licence, unladen weight 4.18.1, expires October, 1960. £3,400. Millers Motor Services, Whelton, nr. Chorley. Phone, Burscough 286-416

Special A-Licence Vehicles Wanted

SPECIAL A licences required, any area. Cash settlement. S. Hughes (Commercial), Ltd., Lodge Garage, Whitehall Rd., West, Gomersal, near Leeds. 722-762

WANTED, two special A licences, Metropolitan area, unladen weight, 7 tons, artic. 10 cwt. preferred. Box CM831, care of "The Commercial Motor." 787-678-78

YORKSHIRE special A licence required, 3 tons 10 cwt. upwards. Central Garage, Barley Lane, South Elmsall, Yorks. Phone, Elmsall 276-7-8. 786-11

WANTED. Special A licence. East Midland Traffic Area. Hamblins Garage, Rectory Rd., Rushden. Phone 3211. 786-81

WANTED to purchase. Special A licence, East Midland traffic area, unladen weight 7 tons 10 cwt. Box CM8620, care of "The Commercial Motor." 787-x2978

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Special A-licence Vehicles (contd.)

WANTED to purchase special A licences and vehicles, any weight, in any part of the country.
WANTED, articulated vehicles with special A licences, will pay very good prices.

WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS, 356. 786-176

GOOD price offered for Special A Licence for South Wales base. Preferably without vehicle. Authorized weight 2 tons 19 cwt. with 30 cwt. container allowance or 4 tons 10 cwt. total. State price and expiry date if licence. Box CMR612, care of "The Commercial Motor," 786-260

WANTED, articulated units with special A licences for all areas. Woodcock's Transport (Chorley), Ltd., Cross Lane, Salford, 5. Phone, Pendleton 5333. 786-386
SPECIAL A licence required. 7 tons-7 tons 10 cwt. unladen weight. London, Liverpool or Scottish areas. Apply: James K. Allan, Ltd. (Haulage Contractors), 417 High St., Newarthill, By Motherwell, Lanarkshire, Scotland. 786-415

WANTED, special A licences, with or without vehicles, W.METROPOLITAN AREA, PERCY D. SLEEMAN, LTD., 38 Uxbridge Rd., Ealing, W.S. Ealing 7987. 786-363

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ALBION AND LEYLAND
NEW COMMERCIAL AND PASSENGER VEHICLES
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ATTRACTIVE TERMS AND EXCHANGES.
WE WELCOME YOUR INQUIRIES, WHICH WILL RECEIVE OUR PROMPT ATTENTION.
COMPREHENSIVE SPARES AND SERVICE FACILITIES.
LONG-DISTANCE OPERATORS SPECIALLY CATERED FOR.

MILLBURN MOTORS, LTD.,
GLASGOW. CARLISLE. PRESTON.
Phone: Bell 0073-6. Carlisle 25422. Longton 3255. 786-747

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EARLY DELIVERIES OF THE
NEW 5-TON CLAYMORE
AND 7-TON CHIEFTAIN.
PART-EXCHANGES AND DEFERRED TERMS.
TRADE INQUIRIES INVITED.
Authorized Sales and Service Depots and Agents for the County of Sussex.

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BOGNOR ROAD, CHICHESTER.
Phone, Chichester 4154.
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BELLENDEN ROAD, PECKHAM, S.E.15.
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BOYS third axle for the new DODGE 3144 by 3145 tipper and flat. Ask your agent. 222-999.

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New Goods Vehicles (contd.)

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IMMEDIATE delivery.

NEW Beaver chassis and cab.

NEW Comet ECOS 2/2R with Anthony tipping rear and body.

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THE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. 222-794

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NORTH CHESHIRE MOTORS, LTD., Woolston, Phone, Warrington 3277. Service, spares and sales. 222-803

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EUROPEAN CARS, LTD., distributors for London and Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd., S.W.7. Fremantle 7722. 786-828

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All types of bodies built to your requirements. Part-exchanges and terms arranged.

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1953 BEDFORD 39-seater Duplex, glass quarters, certificate 1963. Thomas Motor Tours, Ltd., Newark 550. 786-x2611

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Tours, W

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Used Passenger Vehicles (contd.)

1951 BEDFORD 33-seater, two 1952 Bedford 33-seaters, all with courier seats, bodies by Plaxton's with new, modern fronts; also one 1958 41-seater Bedford, Plaxton body; all fitted central heating, colours fawn and brown, certificates of fitness 1961-62 and 65, all in immaculate condition.

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1947 BEDFORD Vista, 29-seater, certificate of fitness August, 1959. £95. W. H. Patch, Cream Bus Service, Stamford, Lincs.

1948 BEDFORD 26-seater, certificate of fitness Sept.; 1959. £255. H.P. if required. H. Shaw, Maxey, Nr. Peterborough, Market Deeping 2224. 788-6844

FOR SALE, BEDFORD Vista, (29), excellent condition, certified 1960. £700. A. E. Bowyer and Son, Ltd., 26 High St., Northwich. Phone, Northwich 2665. 787-6841

1950 BEDFORD 24-seater Duplex, reclining seats, quarter lights, tubular racks, radio, heater, Formica top, mileage 1960. Granville St., Grimbsy. Phone 55031. 787-6850

1958 BEDFORD petrol 8-ft., 41-seater, Plaxton, 16 quarter lights, radio, public address, heater, armrests, 3-way lift-up lights, certificate of fitness 1965, extras £383, light blue and silver, mileage 14,100, £3,000, lovely job, delivered March cost £4,000. Millington's Motor Tours, Windermere. Phone 161, 10-12 noon. 786-45

1954 BEDFORD Super Vega 36-seater, £2,150. A.E.C. 36-seater, £1,050 or would part-exchange bus for 1956 or 1957 A.E.C. Reliance low-mileage. T. G. Dilks Coaches, Desborough, Northants. Phone 321. 786-153

£495 Only, 1950 BEDFORD 29-seater luxury coach, high-back seats, etc., clean and good, certificate of fitness 1960, terms and exchanges. Wilde and Bennett, Ltd., 75 Station Rd., Hadleigh, Manningtree, Phone, Glossop 2902-3. After hours, 556-1777. 786-177

1953 Special touring body, 31 seats, 8 ft. wide, 30 ft. long, all glass top, certificate of fitness 1963, including 35 retrimmed seats, price £1,450. Phone, Site 2904. 786-295

1949, September, BEDFORD 29-seater Duplex Vista, in excellent condition, certificate of fitness October, 1959. £540. Phone, Elm 8598, Stonegate 3838. 786-325

V. COLEMAN,
166 MAIN ROAD,
SUNDRIDGE, KENT.
Brasted 291.

1954 BEDFORD 36-seater Yeates Riviera, courier seat, lift-up roof vents, glass quarters, tubular parcel racks, new five year certificate of fitness, really excellent condition all round, including tyres.

1953 BEDFORD 37-seater Yeates Riviera, courier seat, new roof, perfect condition, tyres as new, certificate of fitness 1963.

1951 BEDFORD Duplex Vega, 33-seater, perspex quarters, radio, one owner, certificate of fitness 1964.

1951 BEDFORD Vega 33-seater Duplex, courier seat, one owner, choice of two, certificates of fitness 1961, really specimen coaches.

1950 BEDFORD Vista, 29-seater Duplex, reconditioned, £1,050. 786-376

1949 BEDFORD Vista, 29-seater Duplex, one owner, choice of two, certificates of fitness 1959.

1947 BEDFORD Duplex Vista, 29 seater, certificates of fitness 1961, choice of four from £250. 786-279

1947 Vista, certificate of fitness 1961, choice of three from £250. 1947 Plaxton, 30 seats, £200. All in perfect condition. Diadem Coaches, Gardena Avenue, Luton 52166. 787-x2938

1956 BEDFORD Utility, 12-seater, exceptionally good condition throughout. £435. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046 8

1949 BEDFORD 29 seater, Duplex Vista, Farnham Rd., Wimborne Rd., Southend-on-Sea, Essex. 786-x2797

Bedford Wanted

WANTED, 1957 BEDFORD 41-seater, Plaxton or Duple, State full particulars. Campings Coaches, Park Crescent, Brighton 25493. 786-13

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1949 CROSSLEY P.S.V. chassis, 185 o.n.o. Coaches and Components, Ltd., 469-475 Holloway Rd., London, N.7. Archway 2647. 786-199

DENNIS

1952 DENNIS Falcon 54-litre, 35-seater full-front centre-entrance Strachan body, radio, heater, certificate of fitness 1962, tyres 10% worn, immaculate, £1,050, or accept reasonable offer. Phone, Dominion 1901.

1948 DENNIS Lance, Yeates, certified until 7.4.60 suitable for contract work. £225 o.n.o. L. Turton, Bell Lane, Ackworth, Nr. Pontefract. Phone, Ark 283. 786-x2795

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1949 33-seater, very clean, perfect, certificate of fitness. Offers. Site 2004. 786-294

GUY

1946 GUY Arab, SLW Gardner, 34-seater saloon bus, very good runner, offers. Joseph Jones and Sons, Cross Garage, Ystradgynlais, Swansea. Phone, Giantaw 2137. 787-x2752

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SEVERAL PSI 1948 LEYLAND 33- and 35-seaters Duple' coaches, certificate of fitness two and three years old, ready immediate service. Gerald King, Ltd., Pontpridd. Phone, 2389. 786-6806

1946 PDI LEYLAND, 56 seats, certificates of fitness two to five years, price £450 to £750. Ans vehicle considered for part-exchange.

TIGER COACHES, Dewsbury Garage, Metherwell. Phone, Salburgh 242.

1952 Royal Tiger 37-seater, Burlington body, certificate of fitness April, 1956, radio, heater, done private contract work, only £1,000. Price £1,350. Hamilton's Coaches, 1 Chapel St., Workington, Cumberland. 786-26

Used Passenger Vehicles (contd.)

FIRST registered 29.12.49. LEYLAND PSI 33-seater full front coach, Whitson body, full front certificate of fitness 21.12.59, colour Portland grey and red, seats all as new, condition throughout super, £1,000. Exchanges, etc. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221. 786-91

FOUR LEYLAND double-deck buses, £100 each. Autore (Liverpool), Ltd., Holmes Lane, Liverpool 11. Waterloo 2321.

1954 LEYLAND Cubs, mounted Strachan Everest 41-seater luxury bodies, three heaters, lift-up roof lights, good clean condition throughout, same owners since new, certificate of fitness November, 1965, price of four. Apply, Red Rose Garage Co., Victoria Rd., East, Hebburn-on-Tyne. Phone 83-2145. 788-6867

MAUDSLAY

1950 MAUDSLAY 33-seater, Westnor body fitted 7.7, certificate of fitness July, 1959. £400. Part exchange for Bedford 37-seater. Phone, Brixton 0359, after 6 o'clock. 786-x2982

MORRIS

1958 July, Minibus 11-seater, nominal mileage, 7,000, certificate of fitness 1965, £644, our price £530. Terms. Exchange. Locomotors, Ltd., 392 Mosley Rd., Birmingham, 12. Calthorpe 0331.

1958 MORRIS 12 10-seater passenger vehicle, converted by Real's, immaculate condition, 5,000 miles only, certificate of fitness expires July, 1965. £595 or near offer. Write phone or call, Hayes 6251. B. and G. Transport Ltd., Bath Rd., Harrington, Hayes. 786-56

BOGNOR STATION GARAGE, MORRIS MINOR Traveller, 6475, 20 Longford Rd., Bognor 2102. 786-339

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FAULKNER'S (TRANSPORT), LTD.,
WALLINGTON, HANTS.
FAREHAM, HANTS.
Phone, Fareham 4234-5.

1945-46 GUY Arab 36-seater double-deckers, with Gardner SLW engines, many with certificates of fitness, all in very good condition, choice of 15 or 22 each.

LEYLAND TS 34-seater service buses, rebodied 1950, excellent condition throughout, choice of eight at £295 each.

ALSO several A.E.C., Bristol, Bedfords, etc., suitable for workmen's buses.

BARNARD AND BARNARD, LTD.

1958 BEDFORD Super Vega, 41-seater full-luxury Duple body fitted with radio and heater, lift-up roof lights, chrome wheel discs, and many other extras, as new, certificate of fitness 1965.

1957 BEDFORD Super Vega, 41-seater full-luxury Duple body, many extras, certificate of fitness 1964, choice of three.

1954 BEDFORD Vega, 38-seater full-luxury Duple body, fitted with heater, lift-up roof lights, good clean condition throughout, certificate of fitness 1959, choice of two.

1954 BEDFORD Burlington Seagull, 36-seater full-luxury body, good clean condition throughout, certificate of fitness 1959; choice of two.

1953 BEDFORD Super Vega 35-seater, radio, radio finished in blue and cream, certificate of fitness 1963.

1952 GUY Arab, fitted with a 35-seater full-front Thurgood body, fitted with radio, heater, in clean condition throughout, certificate of fitness 1963.

1952 A.E.C. M.11, 34-seater full-luxury Trans-United body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1962.

1952 BEDFORD Vega, 37-seater full-luxury Duple body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1963.

1951 BEDFORD Vega, 33-seater full-luxury Duple body fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1961.

1951 LEYLAND P.S.V. full-seater, fitted 37-seater full-luxury all-weather body, Perspex quarters, twin heaters, certificate of fitness 1961.

1950 AUSTIN Kenex 16-linea full-luxury 32-seaters, finished in red and cream, certificates of fitness 1962 and 1963; choice of four.

1950 COMMER Avenger 33-seater Plaxton, good tyres, finished in blue, certificate of fitness 1960.

1950 DENNIS Lance J3, 35-seater full-luxury Duple body, certificate of fitness 1960.

1950 E.C. 96, crash box, full-front half-decker luxury Whitson body, 31-seater, one owner since new, good clean condition throughout.

1950 BEDFORD Vista, 29-seater full-luxury Double body, fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1960.

1950 LEYLAND P.S.V. full-seater, fitted 37-seater full-luxury all-weather body, Perspex quarters, twin heaters, certificate of fitness 1961.

1950 AUSTIN Kenex 16-linea full-luxury 32-seaters, finished in red and cream, certificates of fitness 1962 and 1963; choice of four.

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1950 BEDFORD Vista, 29-seater full-luxury Double body, fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1960.

1949 MAUDSLAY 7.7 A.E.C. oil engine, 33-seater full-luxury Gurney-Nutting body, fitted with heater, clean condition throughout, certificate of fitness 1960.

1949 DAIMLER 33-seater full-luxury Harrington body, fitted with heater, in good clean condition throughout, just been reconditioned, certificate of fitness 1963.

1949 DAIMLER Vista, 29-seater Duple body, Dunhill seats in good clean condition throughout, certificate of fitness 1960; choice of three.

1949 MAUDSLAY 7.7 A.E.C. oil engine, fitted with heater, clean condition throughout, certificate of fitness 1960.

1949 DAIMLER Vista, 29-seater Duple body, Dunhill seats in good clean condition throughout, certificate of fitness 1960; choice of three.

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LEYLAND super coaches, choice of 20, fitted 1949-50 Harrington 35-32-seater full-luxury bodies, deep-cushion, high-backed, full-luxury leather and moquette seats, all round sliding doors, front entrance sliding door, etc., in immaculate mechanical and body condition, certificates of fitness 1959-60, to see to buy, price £150-£395 each.

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1958, July, BEDFORD Vista 29-seater, red interior, heater, amber lift-up vent, cream and maroon exterior, absolutely new, certificate of fitness 1965, £2,400.

1956 BEDFORD fitted MK. II R6 engine, Duple 41-seater body, Formica sides, red interior, one careful owner, only £2,850.

1952 DENNIS Falcon, Eaton 2-seated axle, Burlington Seagull body, 33-seater, blue interior, cream and blue exterior, heater, one owner only, certificate of fitness 1962, could be made 35 seater £40 extra, £2,250.

1951 BEDFORD Vega, 33-seater, red interior, heater, one owner only, certificate of fitness 30.6.61, £1,350.

1949 BEDFORD Vista, 29-seaters, red interiors, cream and red exteriors, good certificates of fitness, choice of three from £650.

1949-50-51 COMMER Avengers, Plaxton and All-weather bodies, 32-33-seaters, clean coaches, good runners, from £600.

1950 DAIMLER full-front Duple body, autumn 1950, price £1,250.

1948 Dennis J3 Service bus, red moquette seating, very sound throughout, certificate of fitness July, 1960, £275.

1946 Dennis, choice of several, from £150.

GOOD selection of 1946-9 half-cab 33-35-seater diesel coaches from £300.

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IMMEDIATE DELIVERY FROM STOCK:

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1956 BEDFORD Duple 41-seater coaches with petrol engines, exteriors in blue and cream and red and cream, many extras, choice of four excellent vehicles.

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1953 A.E.C. Mark IV Gurney Nutting 41-seater full luxury coach, exterior cream and blue, many extras, exterior in top-top condition.

1954 BEDFORD Burlington 36-seater full luxury coach, R6 diesel, low mileage, exterior brown and cream. This is a very fresh coach offered at most attractive price.

1956 BEDFORD Plaxton 37-seater coach, exterior patterned moquette, radio, speaker, Formica side casings, excellent condition.

1954 BEDFORD Burlington 36-seater full luxury coach, exterior chocolate and cream, seating in red moquette, low mileage, modified R6 engine fitted, excellent condition. This machine is at a very attractive price.

1955 BEDFORD Plaxton 37-seater coach, exterior check patterned blue, seats in contemporary check patterned moquette, radio, speaker, Formica side casings, excellent condition.

1955 LEYLAND Comet Duple 36-seater coaches with exteriors in maroon and silver, seating in silver patterned moquette, Formica side casings, heaters. Choice of two, including vehicles.

1953 BEDFORD Duple 36-seater coach, exterior cream and red, red patterned moquette seating, new engine recently fitted, excellent value.

1951 COMMER Avenger 33-seater coach, exterior cream and blue with blue patterned moquette, certificate of fitness April, 1963, choice of three, up-to-date in appearance coach at very reasonable price.

1955 ALBION Strachan 39-seater coach, exterior in red, seating trimmed in dark red patterned moquette, outstanding machine at reasonable price.

1955 ALBION 35-seater full luxury coach, exterior red and cream with seating in green patterned moquette. Outstanding machine at reasonable price.

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HIGH-BRIDGE DOUBLE-DECKERS, 56 SEATS.

£100 Each. 1946 GUY Arabs, SLW, choice of five.

£175 Each. 1946 A.E.C. 7.7. M.C.W., choice of four.

Each. 1946 LEYLAND PDIs, choice of two.

SINGLE DECK VEHICLES.

£140 Each. 1949 BEDFORD 29-seater coach, certificate of fitness, very good tyres.

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£225. 1949 BEDFORD 20-seater bus, Beadle, all metal, very clean condition, certificate of fitness May, 1959.

£300. 1949 full-fronted Beadle all-metal BEDFORD bus, seating 35 passengers, unladen weight 3 tons 19 cwt.

£325. 1949 MORRIS full-fronted buses, all-metal construction, 35 seats, powered 6-cylinder oil engines, choice of two.

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BRAITAIN'S LARGEST STOCKISTS OF
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A.E.C. 7.7, fitted with 37-seater Plaxton full-luxury bodies, in primer.

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1956 ATKINSON 6LW 5-speed box overdrive, automatic lubrication, fitted with 41-seater Plaxton bodies, mileage 50,000, front entrance, choice of three.

1955 A.E.C. Reliance, fitted with 41-seater Plaxton front entrance, heaters and public address, choice of two.

1955 A.E.C. Reliance, 41-seater Burlington centre entrance, heaters and public address, automatic lubrication, immaculate, choice of three.

1954 BEDFORD 36-seater with Yeates full front, heater, Plaxton.

1953 BEDFORD 33-seater, been on summer work only, immaculate, choice of four.

1952 BEDFORD Burlington 36-seater full front, without bulkhead, choice of eight.

1950 FODEN 2-stroke fitted with 33-seater Harrington dorsal fin body, reconditioned engine, immediate.

1950 BEDFORD 31-seater Mann Egerton body, cheap to clear.

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1950 A.E.C. 9.6, fitted with full front 33-seater Windover body, immaculate.

1948 A.E.C. 9.6, fitted with Burlington bodies and Plaxton full-front in 1950, without bulkhead, choice of two.

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1949 BEDFORD 29-seater, high-backed seats, choice of two.

1948 BEDFORD 29-seaters, cheap, to clear.

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1946 LEYLAND service bus, 35-seater Willowbrook body, just certified.

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1944 A.B.LION, 35-seater, Guy, Leyland, Daimler fitted with Burlington, Windover and Plaxton bodies, cheap to clear.

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PASSENGER TRANSPORT SPECIALISTS.

NOW taking orders for 1959 BEDFORD 29-41-seater coaches, fitted petrol or diesel engines.

1957 COMMER Rootes diesel 41-seater Duple coaches, overdrive, heaters, etc., as new, painted to your instructions, certificate of fitness 1964, £3,200.

1952 DAIMLER Freeline 43-seater Metalcraft coach, painted etc., £1,900.

1951, August, BEDFORD 36-seater, £1,350.

1950, coach, certified 1961, £1,350.

1950, GUY 6LW Gardner 46-seater half-deck coach, certificate of fitness 1960, £700.

1949, GUY 6LW Gardner 34-seater Windover coach, certificate of fitness 1960, £650.

1949, GUY Meadows diesel engine, fitted with 1952 35-seater Yeates coach body, certified 1960, £1,100.

1949, MAUDSLAY 7.7 diesel 31-seater Burlington coach, fitted new seats, certified 1959, £600.

1948, A.E.C. Mark III, 9.6 diesel engine, 33-seater Burlington coach, certified 1960, £600.

50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

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33-SEATER half-cab diesel coaches for hire on monthly terms.

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1957 **heaters, radiators**

in grey and maroon

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fitness 196

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1951 **central co**

1951 **cream an**

1951 **fitted, ur**

1950 **moquette, cert**

1949 **and green, both co**

1948 **upholster**

certificate

1947 **seating, cert**

1947 **L**itte

1947 **upholst**

choice modern

1947 **C**oach

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LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—
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EARLY delivery of new BEDFORD petrol-engine chassis, 1959 model, Duple 41-seater Super Vega coaches, finished to instructions, demonstrations available.

NEW BEDFORD petrol-engine chassis, 1959 model, Plaxton 41-seater coachwork, early delivery, finished to instructions.

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1957 Britannia front-entrance 41-seater coachwork, heater, radio and speech fitted, divided type seats, interior in grey and red moquette, many other extras, finished grey and maroon, certificate of fitness 1960.

1957 BEDFORD 41-seater Duple Super Vega, 1957 glass roof quarters, tubular racks, radio, microphone and heaters, upholstered in red moquette, finished cream, certificate of fitness 1964, choice of two.

1955 BEDFORD fitted with Perkins R6 of engine 30 armchair seating by Chapman, radio, speech amplification, heater and many extras fitted, interior red, finished grey and maroon, certificate of fitness 1960.

1953 COMMER Avenger, 35 seater, all-weather coachwork, full front, glass roof quarters, heater, radio and speech, behind driver, finished cream, certificate of fitness 1963, choice of two.

1953 BEDFORD 30 armchair seating by Chapman, radio, speech amplification, heater and many extras fitted, interior red, finished grey and maroon, certificate of fitness 1963.

1952 BEDFORD, petrol engine, mounted with 1952 Duple full luxury 38-seater, 8-ft. wide coachwork, upholstered in red moquette, finished grey and red, certificate of fitness 1962-63, choice of eight, these coaches are in immaculate condition.

1951-52 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater fitted, central entrance, autumn tint moquette, immaculate condition, certificate of fitness 1959-60, choice of four, one cream and green, three red and cream.

1949 BEDFORD 29-seater Duple Vista, upholstered green Formica side panels, finished cream and green, certificate of fitness 1959, choice of two both coaches in immaculate condition.

1948 DAIMLER CIV6 oil engine chassis, mounted with Duple 35-seater full luxury coachwork, upholstered in blue moquette, finished grey and red, certificate of fitness 1960, very clean condition, choice of two.

1947 A.E.C. 7.7 oil engine, new 35-seater Duple coachwork mounted in 1955, full front, luxury seating, lift-up roof vents, finished primrose and black, certificate of fitness 1959.

1947 A.E.C. Regal, 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.

LEVANT 12-seater chassis, for floating axle, fitted with new Duple bodies in 1947, 33-seaters upholstered in red moquette, certificates of fitness 1960-61, choice of six, these vehicles have been completely modernised.

COUDS of 12, 1946-47-48 BEDFORD 27-29-seater Duple Vista coaches, also several Bedford Mark II buses all with current certificates of fitness.

PART-EXCHANGE AND HIRE-PURCHASE ARRANGED BY OUR DEPOT AT:—

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PASSENGER VEHICLE SPECIALISTS.

1954 A.E.C. Mark IV Burlingham Seagull 37-seater full luxury saloon.

1950, July, COMMER Avenger 34-seater full luxury coach, radio and heater, certificate of fitness June, 1959.

1949, September, LEYLAND PSI Burlingham 33-seater luxury.

1947 LEYLAND PDI chassis, 7.4-litre diesel engine, 33-seater Brush 53-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.

1947 A.E.C. 7.7 Duple 35-seater bus, very fine order.

1946 LEYLAND PSI service buses, 32-seater Roe bodies, certified to 1959; choice of four.

1945 GUY SLW Roe low-bridge 55-seater double-deck bus, good order.

OVER 100 high- and low-bridge-type double-deck buses, from 1948 each, a number of Leyland 36-seater buses, Dennis 32-seater buses with SLW power units, suitable for contract or public works contractors, price from £175 each.

FOR EXPORT ONLY.

ANumber of LEYLAND TS8 chassis with 7.4 diesel power units and fitted with 1949 Duple high-back seating coachwork.

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Used Passenger Vehicles (contd.)

**T.C.D.
COACHES**

FOR THE SMALL OPERATOR.

1955 BEDFORD 40-seater Duple service saloon, fitted Perkins 6-cylinder diesel engine, in superb mechanical and body condition, certificate of fitness expire 1960, price £175.

1951 39-seater coaches, in immaculate body and chassis condition, certificates of fitness 1961-62, prices £900-£950.

1949 BEDFORD 29-seater coaches, choice of three, new set of tyres all round including spare, certificates of fitness middle 1959, price £175 each.

LEARNSHAW 35-32-seater coaches, choice of 20, fitted 1949-50 cushion high-backed full-luxury leather and moquette seating, large Continental rear luggage boot, front-entrance sliding door, etc., in immaculate mechanical and body condition, certificates of fitness 1959-60, to sell by auction.

1948 BRISTOL saloons, choice of 10, fitted Eastern Coachworks 35-seater bodies, low-type radiators, low-vision cab screens, 7.7 A.E.C. diesel units, 5-speed boxes, in excellent mechanical and body condition, certificates of fitness 1960, price £175 each.

1948 BRISTOL 35-seater saloon, fitted 1949-50 Dennis 7.7 A.E.C. diesel units, in excellent mechanical and body condition, certificates of fitness 1960, price £175 each.

1940 SLW Gardner diesel engines, 5-speed boxes, in good mechanical and body condition, several chassis only, price £175 each.

1948 LEYLAND PSI 34-seater Brush all-metal-bodied service saloon, in excellent mechanical and body condition, certificate of fitness to end 1959-60, price £450.

1939 LEYLAND, choice of two, fitted 39-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, re-seated this year, fitted 7.4 PSI-type diesel engine, in excellent mechanical and body condition, certificates of fitness expire 1960, price £325 each.

1940, 39-choice of 25 high- and low-bridge LEYLAND double-decker fitted 1948-49, Leyland all-metal bodies, in very good mechanical and body condition, certificates of fitness to end of 1958, some 1959, will all re-certify at very little expense, to clear, price £150-£175 each.

THESSE are only a few of the vehicles we have in stock available for immediate inspection and test.

ALL the above vehicles carry our three months' guarantee.

TREDEGAR COACH DISPOSALS,

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FOURWAYS GARAGE,
ARCLID, NR. SANDBACH, CHESHIRE.
Smallwood 225, 226.

1955 COMMER, 41-seater Plaxton body, fitted with TS3 diesel, choice of two.

1957 COMMER 41-seater, Plaxton body, TS3.

1956 COMMER 41-seater, Duple body, choice of ONE 33-seater BEDFORD Duple.

SPECIAL 5 1952 Continental type BEDFORD 29-seaters, fitted on 1952 Bedford Vega chassis, quarter-lights, tubular rack, microphone, first-class condition, must be seen.

1949 6-cylinder DENNIS, fitted with 35-seater Duple 6-cylinder 33-seater, Davies body.

1949 LEYLAND PSI full-front, very clean.

1950 BEDFORD Vista.

1949 DENNIS 6-cylinder, 35-seater Duple body.

1949 TILLINGS-STEVENS fitted 6LW Gardner.

1949 BEDFORD Vista.

1947 BEDFORD Vista.

ALL Duple bodies.

We are now taking orders for the coming season. Bedfords, Commers, new Fords, Leyland, A.E.C. etc. Part-exchanges. Hire-purchase arranged.

We are now in a position to offer the hire-purchase terms on new and second-hand vehicles.

LES GLEAVE, LTD.

FOURWAYS GARAGE.
ARCLID, NR. SANDBACH, CHESHIRE.
Smallwood 225, 226. 786-361

NORTHS,

PONTEFRACT ROAD, LEEDS, 10.
Phone 76809, 76022.

BRISTOLS, low-bridge double-decker, fitted 5LW Gardner engines, 1950, Eastern Coachwork bodies, £150.

BRISTOLS, 1948, low bridge, fitted A.E.C. 7.7 engines, certificate of fitness, £275.

LYLAND, 1946, PDI Burlingham high-bridge 56-seater bodies, certificate of fitness 1960-61, £450.

LYLAND, 1946, PDI Burlingham high-bridge bodies, very clean, £165 each.

SEDDONS, 1949, 31-seater full-fronted bodies, P6 engines, £250.

LARGE numbers of 35-seater Bristol from £100, also popular single-deck A.E.C. and Dennis service buses from £175.

VEHICLES taken in part-exchange, terms if required, directly arranged anywhere, distance no object.

November 21, 1958—THE COMMERCIAL MOTOR 59
(Supplement)

Used Passenger Vehicles (contd.)

KIRKBY AND SONS (SALES), LTD.

CROSS ROAD GARAGE,
ANSTON, NEAR SHEFFIELD.

BEDFORD MAIN DEALERS.

NEW BEDFORD

DUPLEX PLAXTON HARRINGTON

OR

BURLINGHAM COACHES

FOR EARLY DELIVERY.

SPECIAL OFFERS OF HALF-CAB COACHES.

1950 A.E.C. 7.7 Duple 35-seater, interior red, floral moquette, re-seated, certificate of fitness February 29, 1960; the exterior is 2-tone green, £475.

1950 A.E.C. 7.7 Duple 35-seater, interior red and fawn, pattern moquette, exterior ivory and red, certificate of fitness December, 1959, £475.

1948 DENNIS Lance, 35-seater, Yeates, interior brown pattern moquette, exterior fawn, to be re-certified.

1949 MAUDSLAY, A.E.C. 7.7, 31-seater, interior red pattern moquette, exterior ivory and blue.

1948 MAUDSLAY, A.E.C. 7.7, 31-seater, interior red, fawn pattern moquette, exterior green, certificate of fitness July 1959, £250.

1949 LEYLAND PSI 33-seater, interior red patterned moquette, exterior red, black and ivory, certificate of fitness October 26, 1960, £125.

1948 A.E.C. 7.7, 31-seater, interior red, black and fawn patterned moquette, exterior ivory, certificate of fitness October 10, 1962, £325.

1950 CROSSLEY 33-seater, fawn interior, exterior cream and green, certificate of fitness December, 1959, £200.

1950 LEYLAND PSI 33-seater Burlingham, green interior, ivory and black exterior, certificate of fitness January, 1960, £400.

LARGE stock of 1950 to 1958 BEDFORDS 33- to 41-seater coaches with Duple, Plaxton or Burlingham bodies.

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PHONE, DINNINGTON 541 (DAY AND NIGHT).
NIGHT PHONE, KIVERTON 220, MANSFIELD 5395.
786-359

COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

1958, March, BEDFORD petrol 41-seater Super Vega, autumn tint moquette, exterior brown, radio, automobile receiver, lead and hand microphone.

1955, March, BEDFORD 38-seater diesel-engined Super Vega, red moquette, exterior dark green-grey, clock, radio, heaters, glass roof quarters, certificate of fitness 1960.

1952, March, Gurney-Nutting body, certificate of fitness 1962.

1951, March, BEDFORD 29-seater Vista, certificates of fitness 1960-61; choice of four.

1950, March, BEDFORD 29-seater Vista, certificate of fitness 1960-61; choice of three.

1950, March, MAUDSLAY, A.E.C. 7.7, 31-seater Duple, sliding roof, Claydon heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.

1950, May, GUY Vixen, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness 1959.

1949, May, CROSSLEY 33-seater Duple body, red, fawn moquette, exterior red-cream, certificate of fitness to May, 1960.

1949, June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

1949, July, AUSTIN 29-seater Whitson, autumn back seats, red moquette, exterior cream-blue, radio, certificate of fitness May 1959.

1949, July, MAUDSLAY 33-seater Gurney-Nutting, certificate of fitness 1959; choice of two.

1948, July, FODEN 33-seater luxury coaches; choice of two.

1948, May, DENNIS Lance III, 33-seater Duple luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959.

1947, April, 38 PSI 33-seater Harrington, certificate of fitness 1961-62; choice of seven.

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

USED PASSENGER VEHICLES.

10 A.E.C. Regent Mark III double-decker buses, year of registration 1948-49, fitted with A.E.C. 9.6-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating, metal bodies, 9.00 by 20 tyre equipment, current certificates of fitness.

10 LEYLAND double-decker buses, year of registration 1948-49, fitted with O.600 Leyland diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating, metal bodies, 9.00 by 20 tyre equipment, current certificates of fitness.

THE above vehicles are as new in every respect.

HIRE-PURCHASE willingly arranged at low deposit.

TWO LEYLAND PDI double-deck buses, 56-seaters, all-new bodies by Leyland, excellent condition.

TWO DAIMLER 1945 double-deck buses, 56-seaters, very good condition.

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PARTICULARS AND PRICES
ON APPLICATION.**

786-103

B53

Used Passenger Vehicles (contd.)

STOCKLAND GARAGE, LTD.,
MARSH HILL, ERDINGTON,
BIRMINGHAM, 2.
Phone, Erd 2488.

AUSTIN AND FORD AGENTS,
11-SEATER FORD Thames PSV coach.
12-SEATER AUSTIN A152 Omnicoach, forward seats.
A.E.C. 7.7 engine, full-fronted Burlingham body, 33-seater, registered March, 1950, £1,200.
MAUDSLAY, 7.7 engine, 1948, new Duple body fitted 15-seater, £1,700.
LEYLAND PS1, 1948, new Duple body fitted in 1954, 35-seater, £1,700.
ALBION 29-seater coach, 6-cylinder petrol engine, being reconditioned, £325.
B.M.C. 7-ton tipper, 1956, 111-cu.-yd. body, double drop side, twin-ratio gearbox, good heater, body size 14 ft 6 in. by 7 ft by 3 ft, steel floor, good tyres, power steering, Axle axle, one owner-driver, £1,050.
FORD 40 hydraulic tipper, 3.5-ton.
THAMES 7-ton long-wheelbase, Diesel.
AUSTIN 4-ton long-wheelbase, Diesel.
AUSTIN 2.3-ton Luton, ex-cycle manufacturer.
BEFDOR 5-ton trucks.
COMMER 3-ton van, perfect condition, £250.
PART-EXCHANGES, hire-purchase terms. 786-6788

COMBERHILL GARAGES, LTD.,
INGS ROAD, WAKEFIELD.

NEW 1958 COMMER TS3 diesel 41-seater Plaxton Consort coach, glass roof, quarters, heater, radio, all extras. Early Commer Shire emblem.
NEW 1958 COMMER TS3 diesel 41-seater Plaxton Consort, heater, radio, contemporary moquette.
NEW 1958 ATKINSON L544 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.
1954 BEDFORD 16 h.p. petrol 36-seater Burlingham, small, heater, radio, cream-black.
1953 BEDFORD SB1 petrol 33-seater Yeates, heater, radio, superlative condition.
1952 A.E.C. Regal Mark 4 (9.6 underframe) 41-seater Venturer, heater, radio, cream-red.
1951 Venturer, certified 1961, cream-red.
1951 ALBION Victor (diesel FT) 31-seater Cawood (double-decker), two, cream-blue.
1950 ALBION CX9 (diesel) 33-seater Cawood, cream, blue, choice of two.
1948 LEYLAND PS1 (7.4 diesel) 33-seater Burlingham, grey-blue, certified 1961.
1947 LEYLAND PS1 (7.4 diesel) 33-seater Burlingham, full front (1950) (ex-Gardner 4LW), £75.-
1946 45-DAIMLER CV6s (A.E.C. 7.7 diesel) 56-seater Massey double-decker; choice three.
HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, LTD.,
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1955, November, BEDFORD Thurgood (40) luxury coach, 7 ft 6 in. wide, red interior, red and cream exterior, certificate of fitness 1960, November, £1,875.
1952, March, GUY Arab (41) luxury coach, red and cream, good tyres and engine, certificate of fitness to 1962.
1950 DENNIS full-fronted Duple (35) coach, excellent condition, certificate of fitness to 1960, £1,050.
1951 DENNIS Falcon full-front coach (34), 5½-litre engine, Eaton 2-speed axle, high-back chair seats, blue inside and out, certificate of fitness to 1960, £875.
1950 BEDFORD Vista (29), red high-back seats, Formica sides, exterior cream and green, choice of two from £675.
1950 ALBION full-fronted coach (31), Duple, high-back seats, certificate of fitness to 1960, £825.
1950 COALMAN'S body, with radio, rear door, clear glass, certificate of fitness to 1960, grey and maroon, £795.
1948 47-46 BEDFORD Vista (29), green, red and grey, choice of three, from £325.
1948-50 BEDFORD buses (28-30), blue, green and grey, red, choice of four, from £275.
BEFDOR driver-operated door gears fitted, £17 15s.
STEAM cleaning and under-spray.

20 DOUBLE-DECKERS.

LOW AND HIGH-BRIDGE BUSES.

ALL MAKES, LOW PRICES.
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AFTER HOURS 896. 786-215

1947 BEDFORD 29-seater Duple Vista, choice of two, certificate of fitness 1959 and 1962.
1948 LEYLAND PS1 33-seater Duple body, certificate of fitness 1959.
NORFOLK MOTOR SERVICES, LTD., Southgate Rd., Great Yarmouth. Phone 4355.

1949 FODEN 6LW Gardner 33-seater, Plaxton, full-front, radio, microphone, well tyred, certificate 1950, Commer Commando 30-seater, certificate to September, 1959, being fitted reconditioned engine, any examination, Steel Coaches, Addingham, Ilkley, Yorks. Phone 2068.

1949 A.E.C. full-fronted 33-seater Trans-United body, immaculate condition, £1,050.
1949 LEYLAND PS1 33-seater, very good Santus body, good machine, very clean.

BIRCH'S MOTOR SERVICE, LTD., Promenade Garage, Knott End-on-Sea. Phone, Knott End 326. 787-6894

Used Passenger Vehicles (contd.)

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LONDON COMMER DEALERS.

COMMER Roots diesel Burlingham 41-seater, finished to choice, 14 days' delivery.
A.E.C. Roots 41-seater, finished to choice, 14 days' delivery.
1956 BEDFORD 41-seater Duple Super Vega, immaculate, finished cream and red.
1955 COMMER TS3, Plaxton bodies, 39- and 41-seater, certificates of fitness.
1954 BEDFORD Burlingham 36 seats, upholstered in blue, finished blue and grey, certificate of fitness 1959.
1953 BEDFORD 35-seater Duple, trimmed in red, upholstered in cream and red.
1952 BEDFORD Duple, 33 seats, upholstered in red, finished in maroon, certificate of fitness 1962.
1951 LEYLAND Royal Tiger 41-seater, mounted Strachan body, 8 ft 6 in. wide, all brakes, choice of two, certificates of fitness 1960.
1951 A.E.C. Mk IV Burlingham Seagull, 39 seats, upholstered in red, finished red and grey, choice of four, certificates of fitness 1960.
1943-46 DAIMLER 7 or Gardner 5LW, choice of several, certificates of fitness from £195.
1943-45 GUY, 35 seats, choice of several, 5- or 6-cylinder Gardners, certificates of fitness, from £195.
SEVERAL A.E.C. 9.6 and Leyland PS1, chassis only.

PART-EXCHANGE and hire-purchase terms to suit individual requirements.

38 UXBRIDGE ROAD,

EALING, W.S.
Phone, Ealing 7887; Uxbridge 5022.
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ALEXANDER AND TATHAM, LTD.

LEYLAND PS1s, 31-34-seaters, Northern Counties and Brush bodies, in excellent condition, certificates of fitness 1960, £495.
NEW 1958 A.E.C. 7.7 A.E.C. diesel engine, new, 35-seater coach seats, certificate of fitness May, 1960, in very good condition, £285.
1948 BRISTOL saloons, fitted Eastern Coachworks 35-seater bodies, low-type radiators, 7.7 A.E.C. Diesel units, 5-speed boxes, excellent mechanical and body condition, certificates of fitness to 1960, £500.
1949 CROSSLEY 33-seater luxury coach, Dunlopillo seating, in excellent mechanical and body condition, certificates of fitness 1959, £250.

ALEXANDER AND TATHAM, LTD.,

SURBITON STREET, SHEFFIELD.
Phone 42931. 786-109

COVENTRY CORPORATION TRANSPORT

INVITES OFFERS FOR

TEN DOUBLE-DECK BUSES

WITHDRAWN FROM SERVICE ON EITHER AUGUST 31 OR OCTOBER 31.

EIGHT HAVE CERTIFICATES OF FITNESS CURRENT UNTIL VARIOUS DATES TO SEPTEMBER, 1959.
CAN BE SEEN BY APPOINTMENT.

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Offers not later than December 5, 1958, in plain, sealed envelope BEARING NO INDICATION OF THE SENDER.

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LANCASHIRE MOTOR TRADERS, LTD.,

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201; evenings, Oldham Main 2461.

1956 57 BEDFORD, petrol, 36 to 41 seats, choice of 1952.

1952 BEDFORD Super Vega, 33 seats, fitted radio and heater, blue exterior, red interior, new tyres, £1,450.

1949 A.E.C. 9.6 33-seater, autumn tint interior, cream and red exterior, recently retd, very clean, certificate of fitness 1961-2, choice of three, £375. 786-135

SILVER WINGS COACHES,

BRETTALL LANE,

STOURBRIDGE, NEAR BIRMINGHAM.

Stourbridge 3047-8.

1947 GUY Arab, 5-cylinder Gardner, 33-seater Burlingham body, certificate of fitness 1961, £500.

1948 MAUDSLAY, A.E.C. 7.7, 33-seater Burlingham, repainted and certified until 1962, £650.

PART-EXCHANGES, including cars or vans. 786-114

VICTORIA COACHES, LTD.

BEDFORD (petrol), 41-seater Plaxton.

1957 BEDFORD (petrol), 41-seater Duple, price £2,650.

CROSSLEY, 37-seater Churchill, price £1,000.

PHONE FOR APPOINTMENT TO VIEW.

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LEIGH-ON-SEA.

Phone, 74456.

786-389

Used Passenger Vehicles (contd.)

J. W. FIELDSEND, LTD.,
OFFER THE FOLLOWING

USED COACHES.

BEDFORD, petrol, 41-seater Duple.

BEDFORD, petrol, 41-seater Plaxton.

COMMER TS3 41-seater Duple, choice of two.

REBUILT LEYLAND PS2, 35-seater, full-front, Harrington body.

LEYLAND PS2, 33-seater Harrington.

TERMS and exchanges, full list sent on request. Phone

T for appointment to view.

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SAVILLE MOTOR SALES, LTD.

MAIN VAUXHALL AND BEDFORD DEALERS,
HARVESTER HOUSE,
STRATFORD-ON-Avon.

Phone, 3681 (10 lines).

1959 BEDFORD Duple 30-seater bus, 300-cu.-in. diesel engine, finished in red and grey, fitted heater, etc., ex-demonstration model, immediate delivery.

1957 BEDFORD Duple 41-seater coach (petrol, heater, unmarked), excellent condition.

1955 BEDFORD 36-seater coach, radio, heater, petro engine, finished in red and grey.

1955 FODEN 41-seater Whitson coach, radio, Perkins R6 engine, finished in red and cream.

1950 BEDFORD Vista 25-seater coach, repainted and cream, rescaled, refitted, retd, certificate of fitness 1964.

1949 COMMER 30-seater Yeates body.

1949 CROSSLEY 35-seater coach, reconditioned engine.

1949 LEYLAND 35-seater coach.

MONMOUTH Depot.

1949 A.E.C. Mk. III 33-seater Burlingham coach.

1948 DAIMLER 33-seater Duple coach.

PART-EXCHANGES HIRE-PURCHASE FACILITIES.

REDBROOK, MONMOUTH.

PHONE 336 AND 7. 786-90

LARGER vehicles acquired, so now available:—

AUSTIN 20-seater coach, first registered January, 1951, certificate of fitness October, 1960.

COMMER 30-seater coach, first registered January, 1949, certificate of fitness November, 1958.

BEDFORD Duple 25-seater coach, first registered May, 1939, certificate of fitness September, 1959.

VOlkswagen Microbus, first registered April, 1954.

All in running condition. No reasonable offer for the lot or individually will be refused. Newmans, Coach Operators, Hythe, Kent. Phone 67454. 786-22

1951 CROSSLEY 37-seater and courier seat, full Plaxton body, certificate of fitness to July, 1961.

GUY Arab, 33-seater Burlingham body, Meadows diesel engine.

ORM斯KIRK MOTORS, LTD.,

MAIN VAUXHALL AND BEDFORD DEALERS,

COUNTY ROAD, ORMSKIRK.

Phone, Ormskirk 2551-2.

After 8, Anfield 6001.

786-354

TWO 35-seater A.E.C. Regal, 7.7, certificates of fitness May and June, 1961.

ONE 30-seater BEDFORD bus, certificate of fitness until February, 1961. Apply Millbrook Steamboat Co., Chemill Quay, Millbrook, Plymouth. 796-2493

HARRINGTON Contender with TS3 41-seater luxury coach, moquette seats, leather headrests, complete with numerous extras, including radio, make etc., immaculate condition, certificate of fitness.

1948, body in good condition.

DUROSE GARAGE,

AUTHORIZED A.E.C. DEALERS,

LIVERPOOL ROAD,

NEWCASTLE, STAFFS.

ON THE A24.

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1953 COMMER 33-seat Strachan, beautifully kept, certificate of fitness 1963, £875.

1950 COMMER Avenger 33-seater Strachan, in first class condition, certificate of fitness March, 1960, £750.

1947 BEDFORD Duple Vista 29-seater, new certificate of fitness 34 years, £315.

1949 FODEN 5-cylinder Gardner Duple 33-35-seater, new interior, certificate of fitness 1962, £855.

CONWAY HUNT, LTD., Broad Rd., Ottershaw, Phone, Ottershaw 461. 786-366

Full-front MAUDSLAY, 7.7 A.E.C., 33-seater, £900.

1950 Full-front FODEN 6LW Gardner, 33-seater, £1,050.

1947 GUY Arab, 6LW Gardner, good order, £200.

WANTED, COMMER TS3.

WEBSTER'S COACHES, Pattishall, Northants. Phone

Pattishall 277. 787-6832

Used Pass

1958 BEDFORD heater, certificate of fitness.

1950 certificat

1950 certificat

1947 Per

1948 RE

1949 BEDFORD

1949 BULBAN

1949 BULBAN

1949 BULBAN

1952 DE

1952 S.B. engine.

1952 BEDF

Used Passenger Vehicles (contd.)

1958 BEDFORD 41-seater Super Vega, Duplex body, fitted with Bedford own oil engine, radio and heater, certificate of fitness May 1965.
1950 ALBION Diesel, 31-seater, Whitton body, certificate of fitness April 1960.
1950 ALBION Diesel, 31-seater, Duplex body, certificate of fitness April 1960.
1947 BEDFORD Vista, Duplex body, fitted with Perkins P6 oil engine, certificate of fitness July 1960.
1948 BEDFORD Vista, Duplex body, petrol, new seats and interior, certificate of fitness May 1960.
1949 COMMERCIAL Q4 34-seater Scottish Aviation body, fitted with Perkins P6, certificate of fitness May 1959.
BUE BAND MOTORS, Bridge St. Garage, Lockerbie, Phone 345 and 63.
1952 DENNIS Duplex 35-seater luxury coach, 2-speed radio, radio and heaters, fitted with Bedford S.B. engine £1,250.
1952 BEDFORD Duplex 33-seater, glass roof quarters, radio heaters, £1,450.
1950 COMMERCIAL coach, 34-seater, radio and heater.
1945 DAIMLER, lowbridge deckers, powered by 7.7 A.E.C. engines, some fitted with doors and heaters, £395.
PART exchange considered for single-deck coaches, Crossley or similar, with prop. body.
A LL vehicles with certificate of fitness.
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304.5, 306.5, 308.5, 310.5, 312.5, 314.5, 316.5, 318.5, 320.5, 322.5, 324.5, 326.5, 328.5, 330.5, 332.5, 334.5, 336.5, 338.5, 340.5, 342.5, 344.5, 346.5, 348.5, 350.5, 352.5, 354.5, 356.5, 358.5, 360.5, 362.5, 364.5, 366.5, 368.5, 370.5, 372.5, 374.5, 376.5, 378.5, 380.5, 382.5, 384.5, 386.5, 388.5, 390.5, 392.5, 394.5, 396.5, 398.5, 400.5, 402.5, 404.5, 406.5, 408.5, 410.5, 412.5, 414.5, 416.5, 418.5, 420.5, 422.5, 424.5, 426.5, 428.5, 430.5, 432.5, 434.5, 436.5, 438.5, 440.5, 442.5, 444.5, 446.5, 448.5, 450.5, 452.5, 454.5, 456.5, 458.5, 460.5, 462.5, 464.5, 466.5, 468.5, 470.5, 472.5, 474.5, 476.5, 478.5, 480.5, 482.5, 484.5, 486.5, 488.5, 490.5, 492.5, 494.5, 496.5, 498.5, 500.5, 502.5, 504.5, 506.5, 508.5, 510.5, 512.5, 514.5, 516.5, 518.5, 520.5, 522.5, 524.5, 526.5, 528.5, 530.5, 532.5, 534.5, 536.5, 538.5, 540.5, 542.5, 544.5, 546.5, 548.5, 550.5, 552.5, 554.5, 556.5, 558.5, 560.5, 562.5, 564.5, 566.5, 568.5, 570.5, 572.5, 574.5, 576.5, 578.5, 580.5, 582.5, 584.5, 586.5, 588.5, 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1140.5, 1142.5, 1144.5, 1146.5, 1148.5, 1150.5, 1152.5, 1154.5, 1156.5, 1158.5, 1160.5, 1162.5, 1164.5, 1166.5, 1168.5, 1170.5, 1172.5, 1174.5, 1176.5, 1178.5, 1180.5, 1182.5, 1184.5, 1186.5, 1188.5, 1190.5, 1192.5, 1194.5, 1196.5, 1198.5, 1200.5, 1202.5, 1204.5, 1206.5, 1208.5, 1210.5, 1212.5, 1214.5, 1216.5, 1218.5, 1220.5, 1222.5, 1224.5, 1226.5, 1228.5, 1230.5, 1232.5, 1234.5, 1236.5, 1238.5, 1240.5, 1242.5, 1244.5, 1246.5, 1248.5, 1250.5, 1252.5, 1254.5, 1256.5, 1258.5, 1260.5, 1262.5, 1264.5, 1266.5, 1268.5, 1270.5, 1272.5, 1274.5, 1276.5, 1278.5, 1280.5, 1282.5, 1284.5, 1286.5, 1288.5, 1290.5, 1292.5, 1294.5, 1296.5, 1298.5, 1300.5, 1302.5, 1304.5, 1306.5, 1308.5, 1310.5, 1312.5, 1314.5, 1316.5, 1318.5, 1320.5, 1322.5, 1324.5, 1326.5, 1328.5, 1330.5, 1332.5, 1334.5, 1336.5, 1338.5, 1340.5, 1342.5, 1344.5, 1346.5, 1348.5, 1350.5, 1352.5, 1354.5, 1356.5, 1358.5, 1360.5, 1362.5, 1364.5, 1366.5, 1368.5, 1370.5, 1372.5, 1374.5, 1376.5, 1378.5, 1380.5, 1382.5, 1384.5, 1386.5, 1388.5, 1390.5, 1392.5, 1394.5, 1396.5, 1398.5, 1400.5, 1402.5, 1404.5, 1406.5, 1408.5, 1410.5, 1412.5, 1414.5, 1416.5, 1418.5, 1420.5, 1422.5, 1424.5, 1426.5, 1428.5, 1430.5, 1432.5, 1434.5, 1436.5, 1438.5, 1440.5, 1442.5, 1444.5, 1446.5, 1448.5, 1450.5, 1452.5, 1454.5, 1456.5, 1458.5, 1460.5, 1462.5, 1464.5, 1466.5, 1468.5, 1470.5, 1472.5, 1474.5, 1476.5, 1478.5, 1480.5, 1482.5, 1484.5, 1486.5, 1488.5, 1490.5, 1492.5, 1494.5, 1496.5, 1498.5, 1500.5, 1502.5, 1504.5, 1506.5, 1508.5, 1510.5, 1512.5, 1514.5, 1516.5, 1518.5, 1520.5, 1522.5, 1524.5, 1526.5, 1528.5, 1530.5, 1532.5, 1534.5, 1536.5, 1538.5, 1540.5, 1542.5, 1544.5, 1546.5, 1548.5, 1550.5, 1552.5, 1554.5, 1556.5, 1558.5, 1560.5, 1562.5, 1564.5, 1566.5, 1568.5, 1570.5, 1572.5, 1574.5, 1576.5, 1578.5, 1580.5, 1582.5, 1584.5, 1586.5, 1588.5, 1590.5, 1592.5, 1594.5, 1596.5, 1598.5, 1600.5, 1602.5, 1604.5, 1606.5, 1608.5, 1610.5, 1612.5, 1614.5, 1616.5, 1618.5, 1620.5, 1622.5, 1624.5, 1626.5, 1628.5, 1630.5, 1632.5, 1634.5, 1636.5, 1638.5, 1640.5, 1642.5, 1644.5, 1646.5, 1648.5, 1650.5, 1652.5, 1654.5, 1656.5, 1658.5, 1660.5, 1662.5, 1664.5, 1666.5, 1668.5, 1670.5, 1672.5, 1674.5, 1676.5, 1678.5, 1680.5, 1682.5, 1684.5, 1686.5, 1688.5, 1690.5, 1692.5, 1694.5, 1696.5, 1698.5, 1700.5, 1702.5, 1704.5, 1706.5, 1708.5, 1710.5, 1712.5, 1714.5, 1716.5, 1718.5, 1720.5, 1722.5, 1724.5, 1726.5, 1728.5, 1730.5, 1732.5, 1734.5, 1736.5, 1738.5, 1740.5, 1742.5, 1744.5, 1746.5, 1748.5, 1750.5, 1752.5, 1754.5, 1756.5, 1758.5, 1760.5, 1762.5, 1764.5, 1766.5, 1768.5, 1770.5, 1772.5, 1774.5, 1776.5, 1778.5, 1780.5, 1782.5, 1784.5, 1786.5, 1788.5, 1790.5, 1792.5, 1794.5, 1796.5, 1798.5, 1800.5, 1802.5, 1804.5, 1806.5, 1808.5, 1810.5, 1812.5, 1814.5, 1816.5, 1818.5, 1820.5, 1822.5, 1824.5, 1826.5, 1828.5, 1830.5, 1832.5, 1834.5, 1836.5, 1838.5, 1840.5, 1842.5, 1844.5, 1846.5, 1848.5, 1850.5, 1852.5, 1854.5, 1856.5, 1858.5, 1860.5, 1862.5, 1864.5, 1866.5, 1868.5, 1870.5, 1872.5, 1874.5, 1876.5, 1878.5, 1880.5, 1882.5, 1884.5, 1886.5, 1888.5, 1890.5, 1892.5, 1894.5, 1896.5, 1898.5, 1900.5, 1902.5, 1904.5, 1906.5, 1908.5, 1910.5, 1912.5, 1914.5, 1916.5, 1918.5, 1920.5, 1922.5, 1924.5, 1926.5, 1928.5, 1930.5, 1932.5, 1934.5, 1936.5, 1938.5, 1940.5, 1942.5, 1944.5, 1946.5, 1948.5, 1950.5, 1952.5, 1954.5, 1956.5, 1958.5, 1960.5, 1962.5, 1964.5, 1966.5, 1968.5, 1970.5, 1972.5, 1974.5, 1976.5, 1978.5, 1980.5, 1982.5, 1984.5, 1986.5, 1988.5, 1990.5, 1992.5, 1994.5, 1996.5, 1998.5, 19

Spare Parts and Supplies (contd.)

SATISITE-PROOFED tarpaulins give absolute protection, green cotton, roped or eyeleted; price on application; no extra, finished sizes. Write for samples. Liverpool Patent Tarpaulin Co., 8-10 Lanceot's Hey, Liverpool. 722-636

TIME RECORDERS

RECORDING speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big savings in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., 75 Temple Rd., Cowley, Oxford.

Spare Parts and Supplies (contd.)

WEFLORD ENGINEERING (OLDBURY), LTD., HAINGE ROAD, TIVIDALE, TIPTON.

THE LARGEST STOCKISTS OF

NEW **G**EARS
AND

SPARE **P**ARTS **R**EPLACEMENTS
IN THE MIDLANDS.

DISPATCHES TO ALL DISTRICTS.

PHONE, **T**IPTON 2721-2
FOR SERVICE.

722-672

TYRES AND TUBES

TYRES! Remoulds (without casing exchange). 1,000 standard tyres, tubes and wheels, all types modern and obsolete. Cook, 589 Stapleton Rd., Eastville, Bristol. Phone 58312. 722-748

H.P. Or cash terms.

ALL makes supplied, low deposit. Free fitting or delivery. Write or phone.

J.C.B. TYRE DISTRIBUTORS, LTD., 18 Culford Gardens, London, S.W.3. Km 4587-8 722-723

CLAPTON TYRE SERVICE FOR SOUND, PART-USED TYRES. 32 x 6 I.T., 65%; 32 x 6 H.D., 34 x 7, 8.25 x 20, 100%; 36 x 900 x 20, 115%; 90 x 16, 15.50 x 16, 100%; 10.50 x 20, 135%; 900 x 13, 60%. Money refunded if tyres not approved. Send cash with order. 160, Cricketfield Rd., Clapton, London, E.5. Phone: Amb. 7073. 722-834

TYRES. Genuine bargains at prices less than half original cost. Ex-Government surplus tyres, slightly used or remoulded, in motorcycle, car and commercial sizes. Every tyre tested and graded under money-back guarantee policy. Write, phone or call for quotations. G.T.R. Tyre services, Wakefield Rd., Netherthorpe, Liverpool. 722-819

TYRES CASH OR TERMS.

We stock every size and make in new and remoulds (ordinary or Town or County).

Large stocks of part-worn and obsolete tyres.

Buckland batteries from 7s. 6d.

TOOTHING TYRE SERVICE, LTD.

Dept. C, 648-660 Garratt Lane, S.W.17. Wm 8711-2. Also at 27 Greenwich South St., S.E.10. Gre 5198. 84 Manor Rd., Wallington. Phone: Wallington 6593. 7 Horsham Rd., Crawley. Phone: Crawley 25076. Open 8-30-6. Sunday (Tooting only) 10-1.

722-805

11.00 X 20, 10.50 x 16, as new, with moulding line standard or track-grip tread, also part-used tyre and wheel assemblies. Cundy and Stewart, Ltd., Alfreton, Derbyshire. Phone: Leabrooks 477-654. 722-654

November 21, 1958—THE COMMERCIAL MOTOR 67

(Supplement)

Spare Parts and Supplies (contd.)

11.00 X 24 tyres, civilian tread, brand new and in perfect condition, £25 each. L. W. Vans, Ltd., Ampthill, Bedford. Ampthill 3255. 722-819

H. MATTHEWS, LTD., 89-97 Stockwell Rd., S.W.9. 722-819

THE type specialists offer among many others, 14.00 by 20 remoulds, £20 each; tubes, £2 10s. each; 12.00 by 20 remoulds, £20 each; tubes, £2 10s. each; 12.00 by 20 remoulds, £20 each; tubes, £2 10s. each. Write, phone or call with your requirements. 722-819

TYREPRIM rim anti-adhesive stops rusted-on tyres. Always specify. Beware injurious substitutes. 722-8088

TWO 13.50 x 20 tyres and tubes, standard road pattern. Heavy duty. £40 per pair. West End Garage, Harlaxton. 726-147

Tyres and Tubes Wanted

WH. MATTHEWS, LTD., 97 Stockwell Rd., London, S.W.9. Brixton 2026. 722-819

TYRES, tubes, all sizes, new, remould, second-hand. The British Rubber Co., Baldon, Yorks. 722-693

1500 X 20 18 ply tyres, used or new, track grip or plain. Rectory Garages, Ltd., Downs Works, Amhurst Terrace, E.8. Clissold 0796. 722-808

WELDING

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding, repairing to defective crankcases, blocks, heads, gearboxes, axles, etc.

FARFALGAR BRIDGE WORKS, Summer Rd., London, S.E.5. Rodney 3559. 722-938

WHEELS

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks (phone: Chesham 89023), undertake to repair, rebuild or convert to specific requirements, wheels of all types with shot-blasted and colour finish. 810-6811

USED UNITS, Whittlefield, Burnley (phone: 2262). All makes and types in stock. 722-919

BEFDORD, Commer, A.E.C., Ford and most others. Also wide base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddocks, Poole's Lane, Ealing, W.5. Ealing 4296. 722-843

WHEEL EXTENSIONS

BALCO wheelbase extensions for new, used, including ex-W.D. Austin, Bedford, Commer, Dodge, Ford, Guy, etc. Balco Patents, Ltd., 327-329 High Rd., Chiswick, W.4. Chiswick 2267-8. 722-888

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WINDSCREEN assemblies, half-drops, sliding windows. Manufactured alloy-brass-steel. Quick frame finish and reglazing service. British Steel Frame Co., Ltd. 205 Cambridge Heath Rd., London, E.2. Bishopsgate 9611-2. 722-619

PERSPEX, cut to size and pattern. Denny, Ltd., 12 Netherwood Rd., W.14. She 5152, 1426. 722-816

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

GODDARD, DAVISON AND SMITH, LTD., THE AUCTION HALLS, PUTNEY BRIDGE APPROACH, S.W.6. Renown 6101-3.

SALES EVERY MONDAY
COMMERCIAL VEHICLES
OF ALL DESCRIPTIONS.
ENTRIES ACCEPTED EVERY WEDNESDAY.

Miscellaneous Advertisements (contd.)

Businesses, Premises, Offices, etc., Wanted

WANTED, haulage business with special A licences, ordinary A licences and B licences, in any part of the country.

WILDE AND BENNETT, LTD., HADFIELD, MANCHESTER.

Phone: Glossop 2902-3.

AFTER HOURS, 356. 726-174

WANTED livestock transport business, must have good connections, any area. England. Box CM8622. 726-2934

CONTRACTS FOR HIRE AND WANTED

ESTABLISHED haulier, approximately half-way between London and Birmingham, wishes to contact a company in either city for regular traffic, contract considered, ideal facilities for storage and loading available. Box CM8617 care of "The Commercial Motor." 727-2971

CONVERSATIONS

CONVERT YOUR VEHICLES

TO FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST CUTTING FORD 4D AND 6D ENGINES. MEANING:-

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.

221 DUNSGATE, MANCHESTER, 3.

Phone: Blackfriars 2468.

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HENDY FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, LTD.

SOUTHAMPTON 28331 (EIGHT LINES).

722-756

PETROL ENGINES.

PETROL

TO

DIESEL

CONVERSION UNITS.

PRAILS (HEREFORD), LTD.

HOLMER ROAD, HEREFORD.

Phone: 4221 (six lines). 726-815

FORD 4D conversions, fully machined bell housings to suit Bedford, Morris or synchronised gearboxes.

EDWARDS AND CO., Nile St., Burslem. Stoke-on-Trent. Phone: S.-on-T. 87906. 722-755

HAULAGE AND BACK LOADS

CARD TRANSPORT CO., LTD., for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Manchester, etc. Phone 3425-6; night, 3365. 15 High St., Somerton, Somerset. 729-615

SMALL haulier, London area, with good open enclosure. Requires work for one 15-ton and one 10-ton lorry. A licence for general goods; commission paid. Box CM8513, care of "The Commercial Motor." 726-6226

MANUFACTURERS! We can deliver part loads anywhere in East Anglia. Westgate Bros., Channery Rd., Haverhill. Haverhill 351. 726-82973

HIRE-PURCHASE

H.P. Finance available, private debts, prompt settlement. Finextra, Ltd., 58 Jermyn St., S.W.1. Phone until 9 p.m., Hyde 1391. 722-900

722-900

B61

SMALL haulage business for sale, 11 tons. South Eastern traffic area, near Southampton. Box CM8622, care of "The Commercial Motor." 726-2298

WEST OF ENGLAND transport business for sale as going concern. Special A licences London, Bristol and Manchester. Box CM869, care of "The Commercial Motor." 727-6842

COACH business with licences N.W. Lancs coast, good connection, established 1920. Box CM8610, care of "The Commercial Motor." 727-6847

FOR business owing to death of managing director, haulage business (limited company), 18-1-ton open 55 ft. two-axle coachwork, garage 60 ft. by 10 ft., two公尺, roof height 10 ft. 6 in. total area approximately 20,000 sq. ft. freehold, further 10,000 sq. ft. on lease, 4 miles from centre Wolverhampton and Dudley, mortgage arranged. £11,500. Box CM8614, care of "The Commercial Motor." 726-287

FOR sale, coach business, one Vega, two Visters, all 5-3 years certificates, two contracts with two years to run, excellent connection, 25 miles of London. Write Box CM8621, care of "The Commercial Motor." 726-2974

GOLDEN opportunity. Removals, goods, vans, licensed daily contract work; shop and office fittings, rooms, land, road. Full details to Mr. Gregory, 23 Wellington Avenue, Bitterne, Southampton, or phone: Portsmouth 61924.

Miscellaneous Advertisements (contd.)

INSURANCE

PAUL CHILDS, LTD.
58 BIRCH GROVE,
LONDON, W.3.
Acorn 2398.

BEST market rates—no-claim bonus to 40%. Monthly or quarterly payments accepted. zzz-634

COMMERCIAL vehicle and car insurance, expert advice, competitive rates, no-claim bonus to 40%, cars to 50%; deferred premiums. Obtain the best terms from specialists motor insurance brokers.

INSURANCE ACCEPTANCES, LTD., 61-64 Broad St., London, E.C.2. London Wall 7641-3.

SAVE money on insurance. Lower rates, larger bonus. Progressive Brokers, "Cheapest Rates Specialist," 237 The Vale, London, W.3. She 9231-2. zzz-804

MISCELLANEOUS

SEASONED pine seats, ash bottoms, sawn to size, 5 ft. from 12 in. width, also runners, rails and frames, sawn or finished planed to size. Delivered free 50 miles. London, Box CM827, care of "The Commercial Motor." 786-6813

STEEL-FRAMED buildings for sale, 62 ft. 6 in. broad by 75 ft. long by 16 ft. 9 in. high, complete with corrugated sheeting on doors and roof. Further particulars from Geo. H. Campbell & Co., Atlas Works, Alderley Edge, Cheshire 2277.

PYRENEES (new), in cases of 12, 25s. each. Hyper Acme 1-ton block and tackle, £10; stirrup pumps, 20s. Fyrone Co., Violet Rd., London, E.3. 786-xB2969

Miscellaneous Wanted

ALUMINUM scrap urgently required. Lowton Metals, Ltd., Lowton St. Mary, near Warrington. Leigh (Lancs) 1444-5. 786-403

NOTICES

LONDON firm can offer in Northern Nigeria modern facilities to manufacture for after-sales service or would also consider local assembly. Write Box 5637. Frost-Smith Advt., 64 Finchley Pavement, London, E.C.2. 786-2

SITUATIONS VACANT

COMPETENT Diesel mechanic required urgently, experience of coach operation essential. Good country accommodation near towns, available to eight months. Phone, Braunsberg 254 (Warwickshire) after 6.30 p.m., or write, stating experience, age, details of family, etc., to Aston's Coaches (Marion), Ltd., Marion, nr. Rugby. 786-6819

LARGE food manufacturers with national distribution have applications for the post of transport manager. Head office near London. Commercial fleet approximately 200 vehicles (12 depots). Duties will involve control of maintenance programmes, operating policy, etc., advising top management on transport questions generally. Full details career to date, age and salary requirements, to Box CM853, care of "The Commercial Motor." 786-6818

A.M.I.Mech.E., City and Guilds, A.M.I.Mech.E., etc., experienced Diesel and petrol engine mechanics required to take charge of depot of 18 to 20 vehicles. Full staff conditions. Applications please to N.M.U. (1953), Ltd., 65 Wigginford Rd., York. 786-6821

SALES representatives required by London Vauxhall-Bedford main dealers. Previous experience on a knowledge of commercial vehicles essential. Men who will go to junctions, who can afford to travel and pension scheme, apply to The Sales Manager, Capital Motor Co., Ltd., Remington St., Chy Rd., N.1. 786-251

COMMERCIAL-VEHICLE salesman required, experience essential; remuneration on salary, expenses and commission basis. Apply in writing in first instance to W. Harrold Perry, Ltd., Station Bridge, Wrexham, Middlesex. 786-233

SALES representatives required for large commercial body building company, one to operate in the north counties, one in south west; good prospects for keen and energetic applicants. Full details of past experience to Personnel Manager, Marshall Motor Bodies, Ltd., Airport Works, Cambridge. 786-40

SENIOR TRUCK DESIGNERS.

THE ROOSES GROUP TRUCK DIVISION REQUIRES SENIOR CHASSIS DESIGNERS INCLUDING MEN WITH SPECIAL KNOWLEDGE OF TRANSMISSION UNITS.

Applicants should be qualified to H.N.C. standard and experienced in modern commercial vehicle design and production methods.

Excellent working conditions with pension scheme.

APPLY IN STRICT CONFIDENCE WITH FULLEST PERSONAL DETAILS TO

THE SECRETARIAL DEPARTMENT,

COMMERCIARS, LTD.
LUTON, BEDS. 786-6770

COMMERCIAL vehicle sales manager required, experience essential, generous salary and pension scheme to right man. Write, stating previous experience, with references, to Box CM863, care of "The Commercial Motor." 786-x2910

EXPERIENCED heavy commercial vehicle salesman required to cover 50 heavy user areas, good salary, bonus and commission. Excellent benefit package. Hinds Garages (Manchester), Ltd., Seddon Diesel Distributors 80-90 Port St., Manchester, 1. 786-6836

Miscellaneous Advertisements (contd.)

ASSISTANT PROJECT ENGINEER.

AN INTERESTING AND ATTRACTIVE OPPORTUNITY IS OFFERED FOR A MAN WHO HAS AN IMAGINATIVE OUTLOOK AND WHO IS ABLE TO DEVELOP WITH MINIMUM SUPERVISION NEW PROJECTS IN A LARGE LIGHT ENGINEERING COMPANY IN THE MIDLANDS AREA PRODUCING A WIDE RANGE OF COMPONENTS FOR PRIVATE AND COMMERCIAL VEHICLES.

Preference given to those who have had a sound practical and/or design experience.

H.N.C. is desirable but consideration will be given to those with O.N.C.

APPLICATIONS IN WRITING, STATING AGE, EXPERIENCE, SALARY AND QUALIFICATIONS TO BOX CM861, CARE OF "THE COMMERCIAL MOTOR." 786-17

WORSHIPS manager required by group of companies to set up a motor vehicle body works, to be situated in the North Manchester area.

POSITION carries full responsibility for the setting up, organization, and having complete control of the actual running of the firm. Applicants must have held similar responsible position in the past, particularly for a commercial body building and painting, and have experience of modern methods and materials including alloy and fibre glass.

The position is progressive and offers scope and security for the ambitious.

APPLICANTS please state full details of previous experience and present salary to Box CM868, care of "The Commercial Motor." 786-6837

EXPANDING main Ford dealer in London area requires sales representative, car provided. Excellent opportunity for men of good appearance and personality. Apply in writing to sales manager, Box CM8412, care of "The Commercial Motor." 786-262

BOROUGH OF LEYTON.

APPLICATIONS INVITED FOR APPOINTMENT OF FITTER

FOR DUTY AT CORPORATION'S AUCKLAND ROAD MOTOR GARAGE.

WAGES £11 PER WEEK OF 44 HOURS.

OVERTIME AND SPECIAL DUTY RATES PAYABLE. SICK PAY, HOLIDAY SCHEME, PROTECTIVE CLOTHING.

APPLY BOROUGH ENGINEER, TOWN HALL, OR AUCKLAND ROAD GARAGE, NOT LATER THAN SATURDAY, DECEMBER 8, 1958.

D. J. OSBORNE,
Town Clerk.

Town Hall, Leyton, E.10. 786-6848

LARGE commercial vehicle distributors in Liverpool require the services of experienced Commercial Vehicle Salesmen. Applicants must have comprehensive knowledge of commercial vehicle selling and be thoroughly conversant with all aspects of the new and used side of the business. This is a promotional position and offers a good salary and excellent rates of commission. Apply in first instance, stating age and experience to date, to Box CM849, care of "The Commercial Motor." 786-15

ASSISTANT Service Managers required by a leading motor organization in Commonwealth West Africa. Applicants must be able to show that they have a high degree of technical skill, energy and initiative, and can control and train subordinates. Successful candidates will receive opportunities to win promotion to top management level. Speed of promotion depends on the ability of each individual.

APPLICANTS must have served a recognized apprenticeship and have a City and Guilds or National Certificate. They must have held a responsible position in a service department or in fleet maintenance. The age limit is 35.

INITIAL salary depends on qualifications and experience but will not be less than £600 per annum. All allowances are paid. There are fully furnished quarters, a kit allowance, pension fund, and free passages including family. Tours are about 21 months, followed by substantial leave on full pay.

APPPLICANTS giving full details of qualifications and experience to Box CM864, care of "The Commercial Motor." 786-58

PARTS manager required by Vauxhall-Bedford main dealers in Central London, to lead a staff of 14 in an expanding organization. Pension scheme. Send full details to Box CM8611, care of "The Commercial Motor." 786-250

COMMERCIAL vehicle salesman required by Rootes main dealers in Hampshire, remuneration by salary and commission, transport provided, applicants must have initiative and enthusiasm and will be given every opportunity of earning good money. Applications treated in confidence. Box CM8613, care of "The Commercial Motor." 786-250

FULLY experienced Gardner engine fitter required for distributor breakdown service and repair department in the Midlands, good pay and conditions. Apply Box CM8320, care of "The Commercial Motor." 786-407

SITUATIONS WANTED

R.E.M.E. Armament artificer, vehicle, aged 36, married, seeking permanent employment. Box CM8616, care of "The Commercial Motor." 786-x2941

STORAGE ACCOMMODATION

Storage and distribution available, fork lift and crane facilities. Direct Motor Service (Sheffield) Ltd., Petre Street Warehouse, Sheffield 386254. 786-4

Miscellaneous Advertisements (contd.)

TENDERS

DERBYSHIRE COUNTY COUNCIL

TENDERS FOR MOTOR FUEL, LUBRICATING OILS AND GREASES.

TENDERS ARE INVITED FOR THE SUPPLY OF

MOTOR FUEL.

LUBRICATING OILS

AND

GREASES

DURING THE THREE YEARS ENDING MARCH 31, 1962.

Forms of tender from the County Surveyor. Tenders in plain sealed envelopes endorsed "Tender for Motor Fuel, etc., B and H" to the Clerk of the County Council, County Offices, Matlock, Derbyshire, by December 5, 1958.

S. MEHEW,
County Officer.

County Surveyor,

Matlock. 786-64

CITY OF MANCHESTER.

THE TRANSPORT COMMITTEE INVITE OFFERS FOR

SECOND-HAND DOUBLE-DECK

MOTOR BUSES

AND

OTHER VEHICLES, ETC.

A NUMBER OF WHICH ARE IN RUNNING ORDER.

ALSO FOR A NUMBER OF SURPLUS GEARBOXES.

Details, forms of offer and conditions of sale obtainable from the General Manager, Manchester Corporation Transport Department, 55 Piccadilly, Manchester, 1. Offers to be returned not later than 10 a.m. on Tuesday, December 2, 1958.

DAIMLER CWD6. Three double-deck omnibuses in good order throughout. Reg. 1946-7.

GUY. Three low-bridge omnibuses fitted with Gardner engines. In good order throughout. Reg. 1945-6.

TENDERS for all or any of these vehicles are to be sent to J. B. Haworth, Esq., Town Clerk, Barlows Bank Chambers, 49 High St., Stockton-on-Tees, by December 2, 1958.

INSPECTION by appointment at the Corporation Transport Department in Bridge Rd., Stockton-on-Tees. 787-6840

BOOKS AND PUBLICATIONS

Maintenance Record (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 7d. post free.

Diesel oil stocks books. Cost books, etc. Send for descriptive lists.

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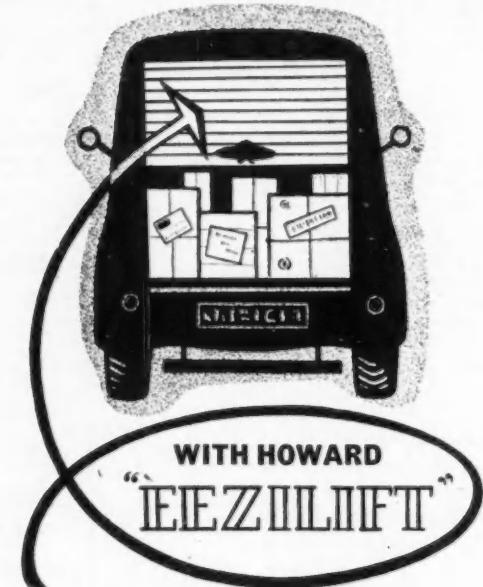
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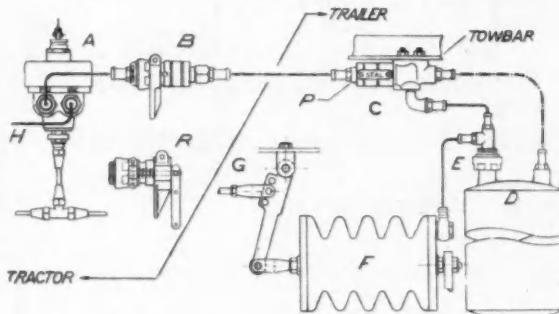


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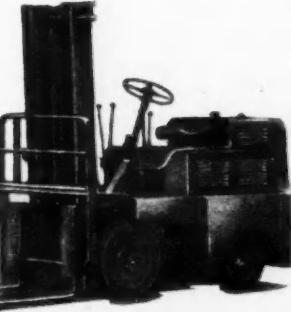
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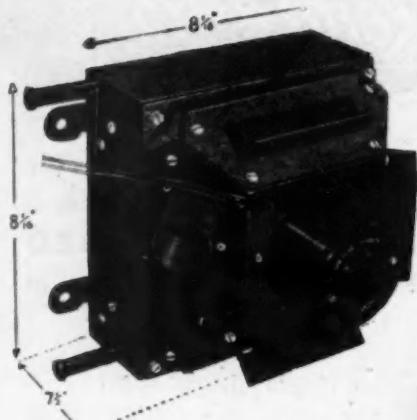
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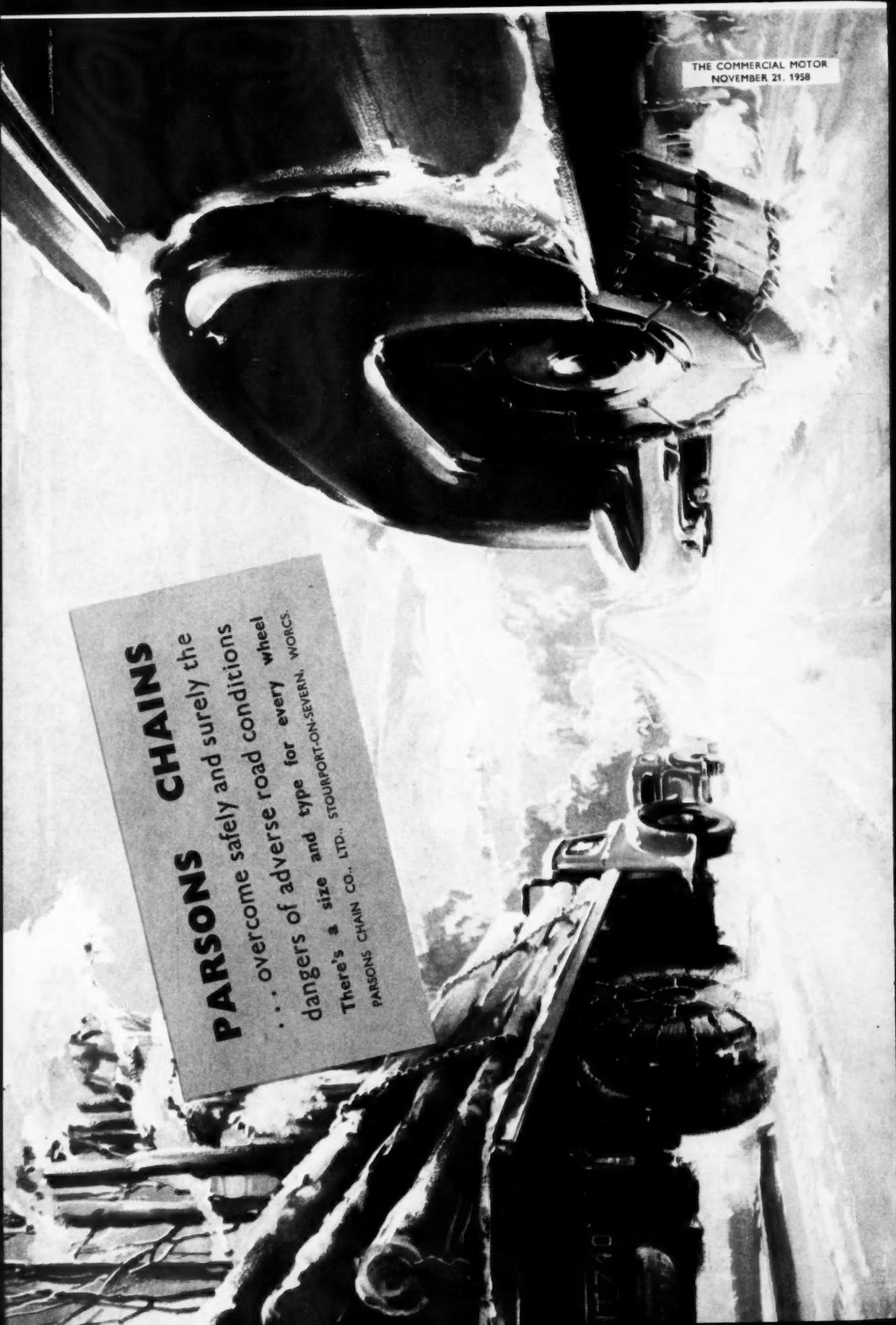


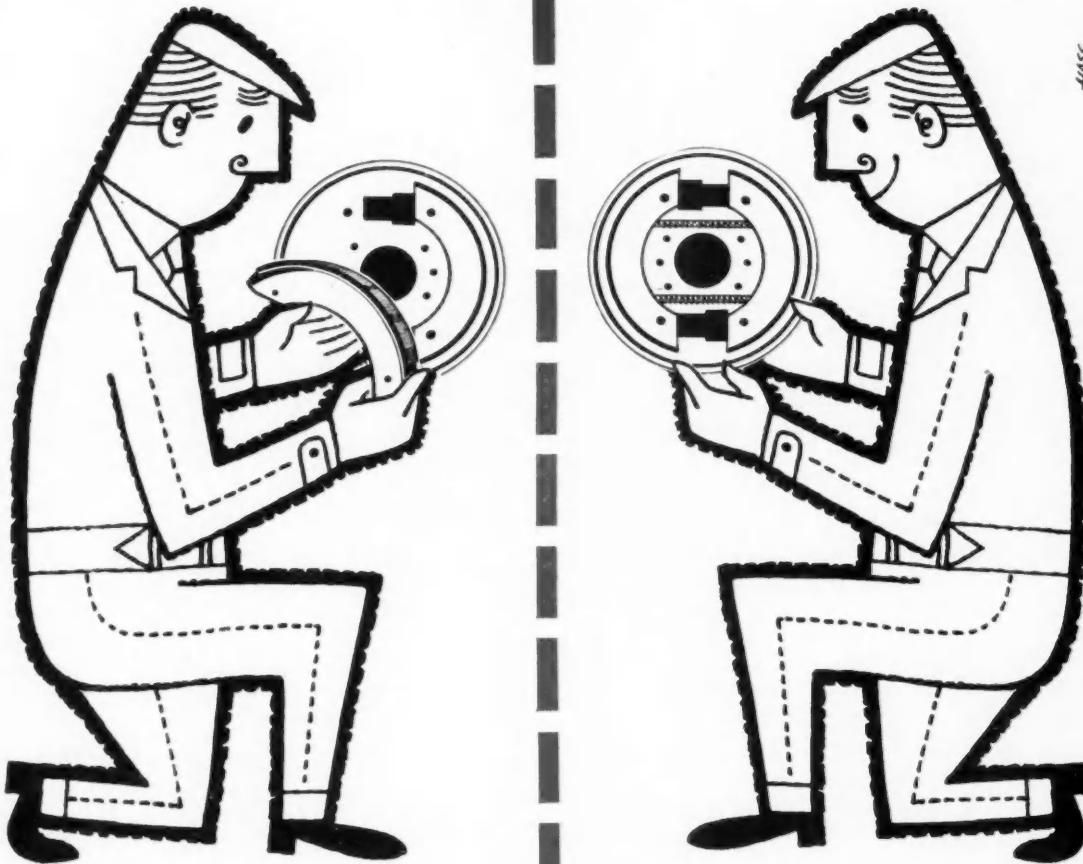
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